

ATLANTIC FISHERMAN

VOL. X

Registered U. S. Patent Office
DECEMBER, 1929

No. 11



Headin' for Port, Christmas Eve

In the days of the old Black Ball Packets, headin' for port was not as certain a proposition as it is now.

Among the improvements in marine equipment, the famous *Columbian Tape-Marked Waterproofed Rope* ranks

as one of the most beneficial and useful.

It is especially appreciated by fishermen for it gives them a rope that knows no season, one that combines great strength with durability and is flexible, wet or dry.

Winter or Summer, use Columbian.

Columbian Rope Company
362-90 Genesee Street
Auburn, "The Cordage City" N. Y.

Branches: New York Chicago Boston New Orleans Philadelphia

Boston Office and Warehouse, 38 Commercial Wharf



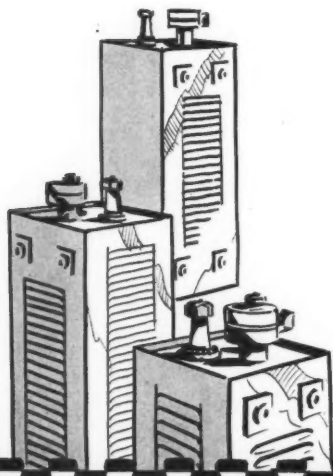
BATTERIES

DEPENDABILITY AND WHAT
IT MEANS TO YOU

BECAUSE it is the most economical in the long run, Fishing Skippers and Boat Owners of today lay particular stress on the **DEPENDABILITY** of equipment to go on board ship.

This is especially true of batteries. For if the batteries which supply current for lighting and ignition fail there is no safe alternative but to reverse course immediately. This means a loss of time which may easily mean hundreds of dollars during a busy fishing season.

Don't take a chance on so important an item as batteries—play safe and specify dependable Edison Steel-Alkaline Batteries for your boat.



EDISON STORAGE BATTERY COMPANY — ORANGE, N. J.

Boston Office: 702 BEACON STREET, BOSTON, MASS

Authorized Dealers—

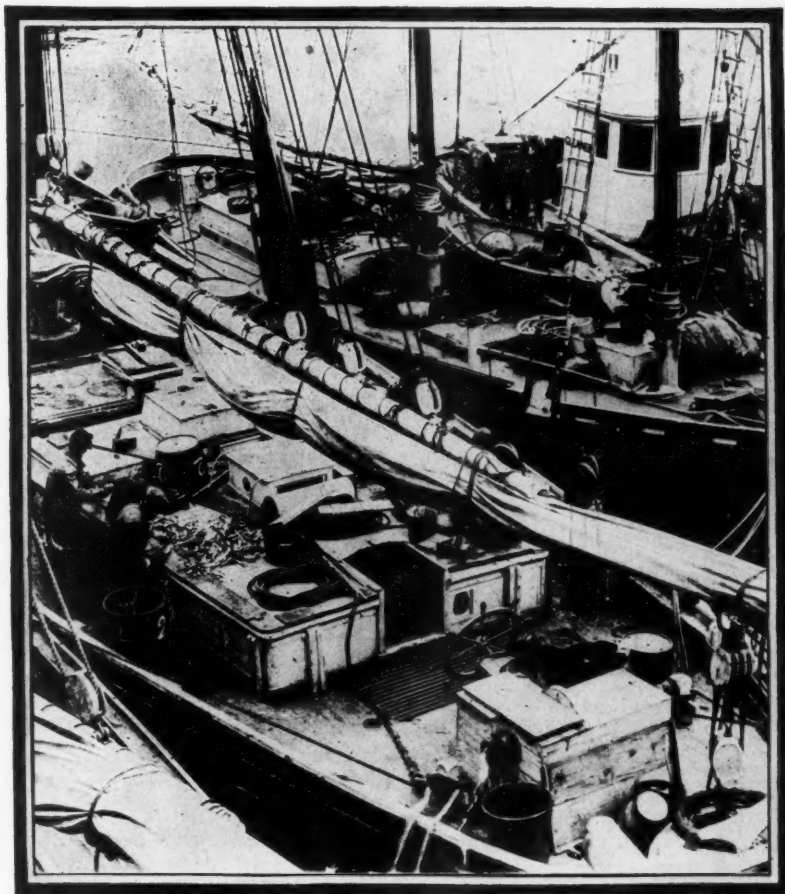
SMITH-MEEKER ENGINEERING CO
123 Liberty Street, New York City

CHARLES E. RICE
10 Middle Street, Gloucester, Mass

OTTO



Bigger boats like this usually have Diesel engines.



Fisherman's Luck -Is made more certain *with Socony*

ONE thing at least is certain even in a fisherman's life. And that is the results he gets when he uses Socony Gasoline (many are now using Socony Special Gasoline) and Socony Parabase Motor Oil to fuel and lubricate his boat engine. For Socony products are as husky and rugged in their performance as only quality products can be. They are made for all kinds of weather, and all sorts of conditions.

They have been developed by Standard Oil Company of New York through more than fifty years of experience. And they are sold in practically every port along the New England and New York shore.

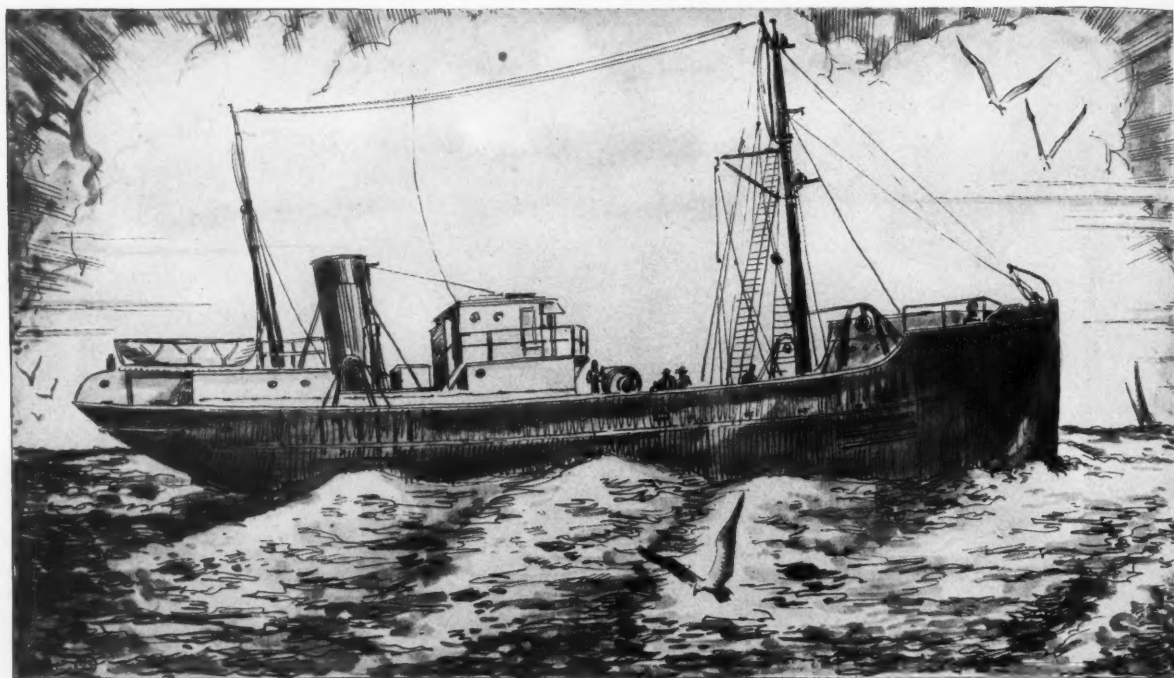
SOCONY

REG. U. S. PAT. OFF.

Diesel Engine Fuels

Turex Oils for Diesel Engine Lubrication Gasoline Special Gasoline *Parabase* Motor Oils

STANDARD OIL COMPANY OF NEW YORK



The Diesel-Electric Trawler "Notre Dame," sister ship of the "Fordham," both of which are now building at the Bath Iron Works Corporation for the A & P Fish Co. and are being powered with 500 H. P. Cooper-Bessemer Diesel Engines. These vessels, upon completion, will be the world's largest trawlers, measuring 132' 4" in overall length, 24' beam, 13' in depth, with fish hold capacities of 300,000 lbs., and speeds of 12 knots.

A BESSEMER PAYS BEST AS A FISHING PARTNER

FOR quick passage to and from the banks; for lower operating costs; for less unproductive time in port; in short, for the ultimate in engine performance there is no substitute for the service-tested performance of Bessemer Diesels. These engines are known at all east coast fishing ports as the best of fishing partners—engines that work with you and for you, making more trips, landing more fish and enabling you to show a larger net profit at the end of the season.

The trend to Bessemer Diesels is indicated by their selection to power the world's largest trawlers—"Notre Dame" and "Fordham"—now building at the Bath Iron Works for the A & P Fish Co. These vessels, the last word in Diesel-electric Beam Trawlers, are each being powered with a six cylinder direct reversible Bessemer Diesel engine of 500 H. P. at 230 R.P.M. On the forward end these engines

will be direct connected to an 80 K. W. 115 volt D. C. Generator of the constant voltage, variable speed marine type, while on the after end a 54" magnetic clutch is installed between the flywheel and the Kingsbury thrust, the flywheel being designed as a part of this clutch. This permits the propeller shaft to be disengaged so that continuous operation of the engine and generator will supply current for the deck trawl winch.

In addition to the "Notre Dame" and "Fordham," 8 cylinder Bessemer Diesels have been selected to power three other large trawlers, almost identical in size, which are now building. This selection of Bessemer Diesels for these modern vessels assures them a long, profitable fishing career, because it is not just a coincidence that the best earners in the fishing fleets are Bessemer powered.

THE COOPER-BESSEMER CORPORATION

General Diesel Sales Offices: 25 West 43rd Street, Suite 301, New York City. Factory: Grove City, Pa.
Canadian Diesel Representative: Diesel Power Ltd., 129 Adelaide St., West, Toronto, Ont., Canada

BUY THE FAMOUS HOOD ARROW BOOTS

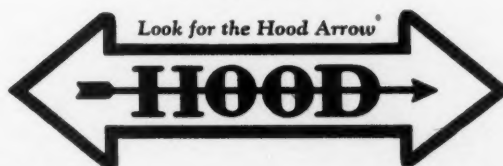


Hood Arrow Boots are made of extra quality black gum stock, famous for its resistance to cracking and checking. They are obtainable in four heights: Short, Storm King, Sporting and Hip, with duck or knit lining. Soles are of extra thick, tough, gray, tire-tread stock.

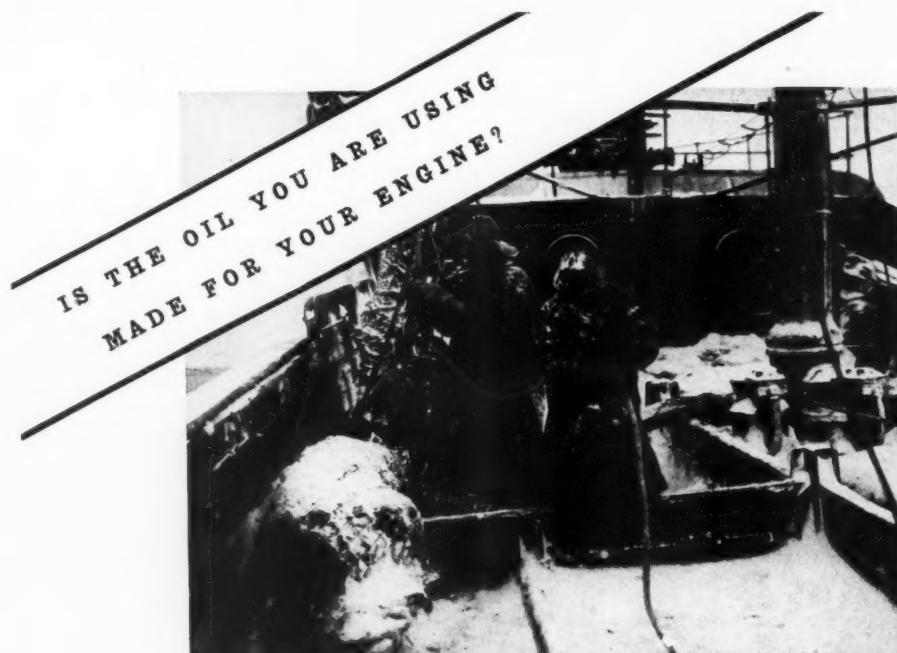
Always look for the Hood Arrow on the boot you spend your dollars for. Hood puts this mark of quality only on boots proved by test to give the longest wear and the most satisfactory service. Hood Arrow Boots will stand up under the storm and stress of the hardest season.

HOOD RUBBER COMPANY

Watertown, Massachusetts



HOOD MAKES • TIRES • RUBBER FOOTWEAR • CANVAS SHOES • RUBBER SOLES AND HEELS • RUBBER FLOOR TILING



**It's hard enough to handle
your gear in zero weather
Don't invite engine trouble too**

Winter gales make it hard going on the offshore grounds, but there's big money for the trawlers that are able to *stay* on the job.

Snow and sleet and zero weather are bound to stiffen up your gear and slow up man-power on the deck. You can't help that. But you *can* insure full horsepower and uninterrupted performance down in the engine room.

How? By being sure that your lubricating oil is scientifically correct for your particular type of engine. The lubricating requirements of different engines vary widely. The oil must *fit* your engine.

Experienced Marine Engineers of the Vacuum Oil Company have made a thorough study of every make of marine engine. Gargoyle Marine Oils are specially refined from selected crudes to their specifications—a grade for every type of service.

In buying oil, it's not price per gallon that counts but *actual cost per running mile*. And when you consider the fuel and power saved, reduced repair bills, and longer engine life, there's only one answer—Gargoyle Marine Oils—*scientifically correct for the job they have to do*.

You will find a complete stock of these high-quality lubricants

in any port where your catch is landed. Ask the Vacuum Oil Company representative there to recommend the correct grade of Gargoyle Marine Oils for your particular type of engine.



Send for this book

Mail the coupon below for a free copy of our authoritative treatise on the correct lubrication of marine engines. You will find this interesting little book a valuable source of information on every phase of engine operation.

Vacuum Oil Company, Marine Sales
Dept. C-12, 61 Broadway, New
York City.

Please send me free of charge
"Correct Lubrication for Motor-
boat Engines—1929"

Name _____

Street _____

City _____ State _____

GARGOYLE

Marine Oils
A grade for each type of service

Vacuum Oil Company, NEW YORK, U.S.A.

Specialists in the manufacture
of high-grade lubricants for
every class of machinery. Ob-
tainable everywhere in the world.

There are more than

80,000 horsepower

of Fairbanks-Morse Diesel

Engines in fishing service



**POWER,
PUMPING
AND
WEIGHING
EQUIPMENT**

The Boston and Gloucester mackerel fleet storm-bound at Cape May, N.J., during a severe

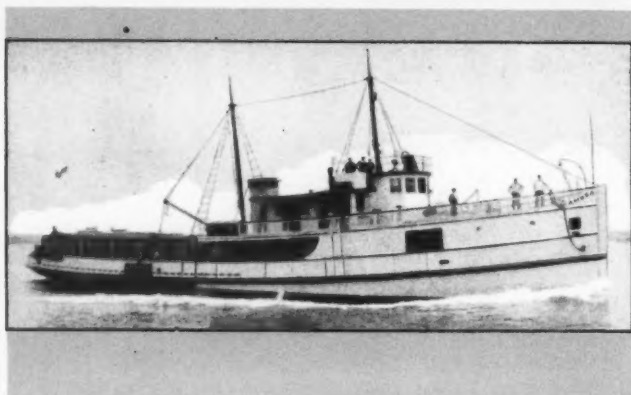
April storm. In this group of thirty vessels, all are powered with Fairbanks-Morse Diesels.

FAIRBANKS-MORSE



**DIESEL
ENGINES**

FAIRBANKS-MORSE DIESEL ENGINES



F-M Diesels were installed when the "Hermosa" was re-conditioned.

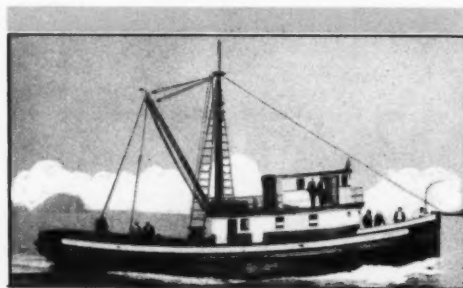
For a fishing fleet or a single vessel F-M Diesels offer 7 important advantages...

WHETHER your power problems embrace an entire fleet or a single vessel, Fairbanks-Morse two cycle, airless injection Diesel Engines provide a solution that assures you of seven outstanding advantages:—

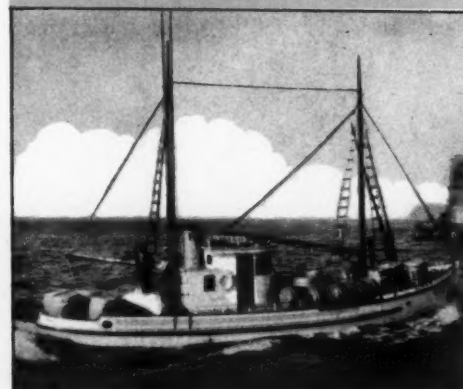
1. *Cheaper power*
2. *Lower maintenance*
3. *Fewer repair tie-ups*
4. *Longer cruising range*
5. *Cleaner boats*
6. *Smaller crews*
7. *More cargo space*

Proof of these and other F-M Diesel advantages will be submitted upon request. The services of an F-M marine power expert are at your disposal for assistance in selecting the proper engine for your requirements.

FAIRBANKS, MORSE & CO., Chicago
Branches with Service Stations in Principal Ports



The "Pacific," F-M Diesel powered, operates in Southern California waters.



The "Gloria H" trolls in California waters under F-M Diesel power.

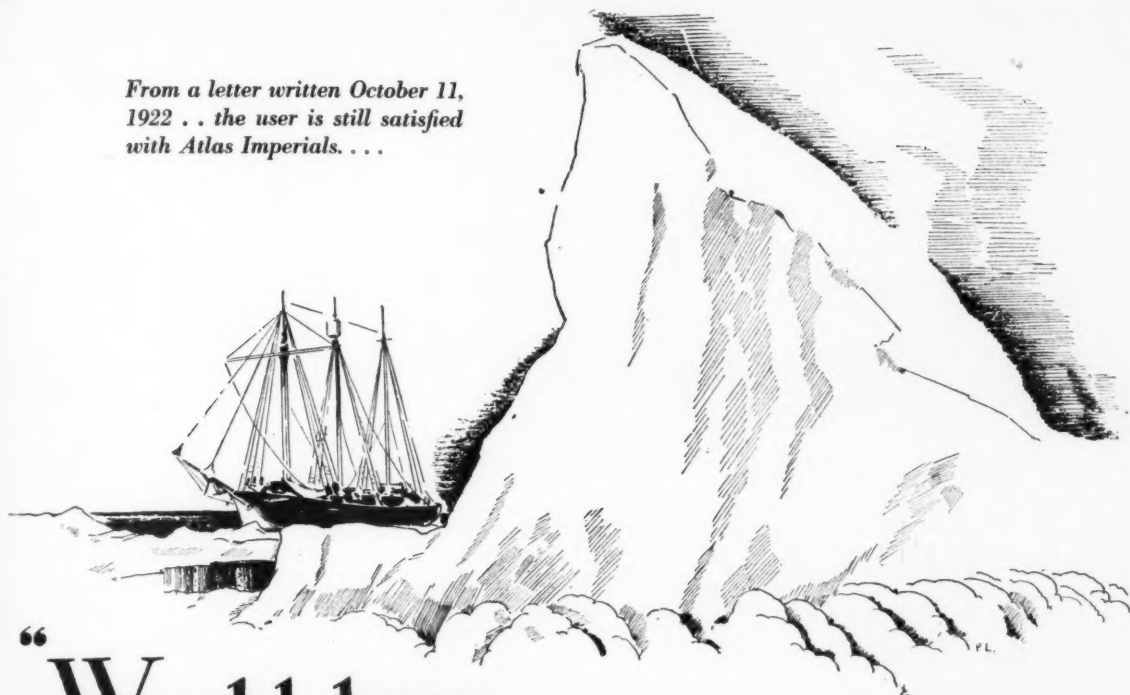


OA 27.282



DIESEL ENGINES

From a letter written October 11, 1922 . . the user is still satisfied with Atlas Imperials. . .



“Would have been caught in the ice”

“Ice conditions the worst that any of our captains remember . . in 20 years’ experience . . in the Arctic. . .

“To get the ship through . . there was a great deal of forwarding and backing in the ice . . as well as an unusual amount of blasting. . .”

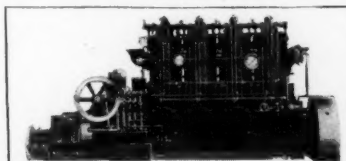
It was a fur-trading boat..in the service of H. Liebes & Company of San Francisco, California. . .

The sturdy, rugged Atlas Imperial stood the gaff. . . It *always* does. . . Continuously . . day-in and day-out . . from shift to shift..it never falters in a pinch. . .

From stone cold to full load . . it starts in 10 seconds . . and can be operated indefinitely at constant low speed . . because its common rail fuel

system maintains proper atomization constantly, over the entire range of speeds. . .

Operating on cheap, low-grade fuel, Atlas Imperial full Diesels show an operating cost of around one-tenth that of gasoline engines of equal power . . and they require little cargo space for fuel. . .



A 4-cylinder . . 135 HP. . Atlas Imperial Marine Diesel

A full line of Diesels, ranging from 20 HP to 500 HP..for use in fish-boats, work-boats, ferry-boats, yachts, etc. . . and for all types of industrial service. . . is manufactured by Atlas Imperial. . . This Company has pioneered in the adaptation of full diesel engines. . . The Atlas Imperial is being used in more types of industrial service than any other full diesel engine made.

Investigate the Atlas Imperial . . before you decide on any engine. . . We are one of the oldest pioneers in America in the manufacture of diesel engines. . .

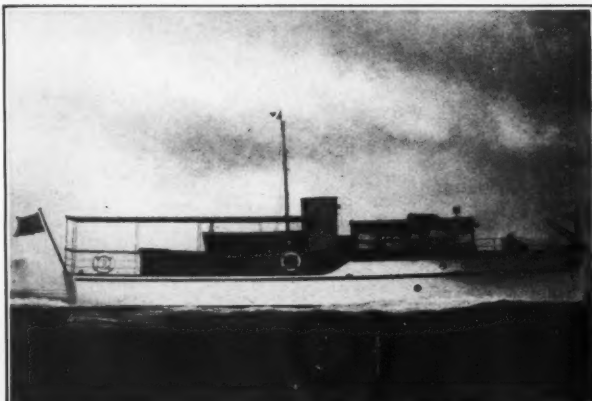
Throughout our history, our users have always been our best salesmen . . one boat owner tells another. . . Mail the coupon for more information. Atlas Imperial Diesel Engine Co., Oakland, California.

ATLAS IMPERIAL FULL DIESELS

BRANCH OFFICES: New York • Chicago • New Orleans • Portland, Ore. • Houston, Texas • San Diego, Los Angeles, Terminal Island, Calif. • DISTRIBUTORS: Ferrier & Lucas, Vancouver, B.C. • Atlas Engine Co., Seattle • Fleck & Stelfox, Baltimore • L. R. Beatty, Philadelphia • T. Ralph Foley, Gloucester, Mass. • J. L. Latture Equipment Co., Portland, Ore. • Et. Davis, Papeete, Tahiti • A. B. Donald, Ltd., Auckland, N.Z. • W. Holmes, Sydney, N.S.W. • Honolulu Iron Works Co., Honolulu, T. H. • Lidgerwood Pacific Co., Tacoma, Wash.

Atlas Imperial Diesel Engine Co., 2853 Glascok St., Oakland, California: Mail information on Atlas Imperial Full Diesels.

Use _____ Name _____ Company _____ Address _____



Twin screw diesel cruiser, 56' x 13' x 4'; built by the Casey Boatbuilding Co., Fairhaven, Mass., for the Townsend Boat Co. The power is two 75 h. p. 6 cylinder 5" by 7" Hill Diesels with electric starters and pilot house control.

HILL DIESEL PUMP INJECTION TYPE

*No Smoke nor Fumes—
They Burn the Fuel Clean*

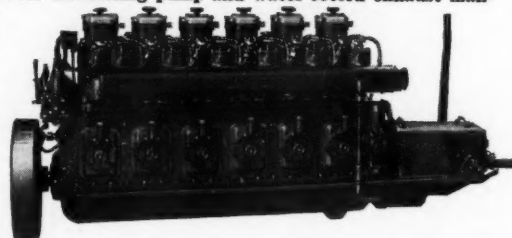
Fuel Injection Pump with packingless plunger and one moving valve. Fuel Nozzle, free from fine orifice, never clogs or requires cleaning. Ignition by heat of compression, no preheating. Lubrication by pressure to all principal bearings, dry sump. Plunger type water circulating pump and water-cooled exhaust manifold. General Design conforms to latest accepted Engineering practice. Speed Regulation meets the requirements of yachts, work boats and fishing boats.

—Fully described in Bulletin No. 60—

HILL DIESEL ENGINE COMPANY

Builders of Internal Combustion Engines since 1899

88 BROAD ST. BOSTON, MASS.



Westinghouse Marine Equipment

Motors
Generators
Control Equipment
Flood Lighting
Switchboards
Fans
Propulsion Drives
Cooking Equipment
Heating Equipment



Trawler *Edith and Elinor*

fitted with
Westinghouse Generating & Distribution
Equipment

Westinghouse Equipped Trawlers

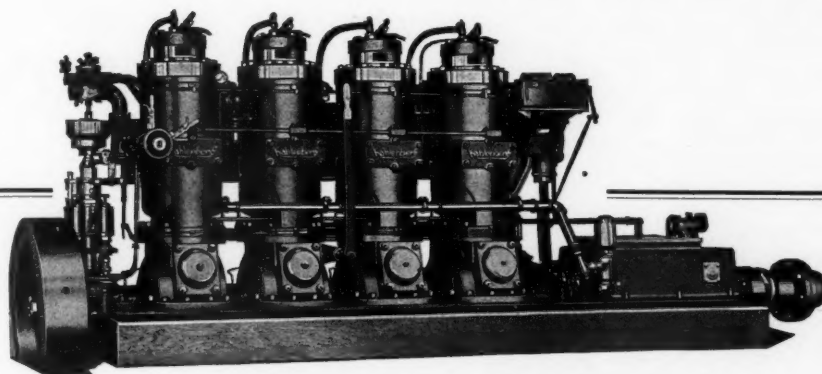
(Partial List)

Albatross
Emma Marie
Governor L. Smith
Grace & Evelyn
Leretha
Oretha Spinney
Paulina
St. John

Again Engineers of the Westinghouse Electric & Manufacturing Company have been successful in developing marine equipment which has won the acceptance of the fishing industry.

The thorough reliability essential at sea is attained in these equipments. Charlie Rice, Gloucester, Mass., was the installation contractor for this list of vessels.

Westinghouse



The Kahlenberg Airless Injection Engine

DEPENDABLE POWER

When out in a storm and far from land, it is a great satisfaction to know positively that your engine will do all that it is called upon to do.— And that is the feeling which experience with the Kahlenberg develops.

Find out what users say. Write for testimonial bulletin or talk to a Kahlenberg owner.

Kahlenberg Bros. Co., Mfrs.

1709-12th Street, Two Rivers, Wis.

Engines For Fishermen Since 1898

A. L. Fairbanks
201 E. 12th St.
New York City

Gas Engine & Boat Corp.
First Street
Norfolk, Virginia

TWO WINNERS



AND 



THE "PROGRESS" WAS RIGGED WITH NEW BEDFORD CORDAGE

And, racing or fishing, "New Bedford" is rope to be depended upon. Its endurance speaks for itself. It is backed by a reputation of nearly 90 years for quality. You will find it a winning entry against any competitors.

NEW BEDFORD CORDAGE CO.

General Offices
120 BROADWAY, NEW YORK

Established 1842
MILLS—New Bedford, Mass.

Boston Office
10 HIGH ST.


GIVE YOUR **B**OAT



this

CHRISTMAS PRESENT

IF YOUR fishing boat is powered by a motor with battery ignition, give it a new Eveready Hot Shot Battery! Water - proof, sleet and ice - proof, trouble-proof! Fresh hot power for millions of sparks. The next two or three months bring the worst weather of the year. With Eveready Dry Battery ignition in your boat you *know* that you have an electrical system that will take you out—and bring you back! Eveready Hot Shot Batteries come in three sizes, 6, 7½ and 9 volts. Sold at all ports.

NATIONAL CARBON COMPANY, INC.
New York  San Francisco

Unit of Union Carbide and Carbon Corporation

EVEREADY
C O L U M B I A
Dry Batteries

PROGRESSIVENESS

The name WHITLOCK on cordage has always stood for Honesty in Manufacture, Reliability in Service—and for Progressiveness.

Widely known for its high grade products, the Whitlock organization has developed the two outstanding improvements in modern rope-making, both patented—

FIBORE (fibre-core), the strongest type of large rope construction
and

WATERFLEX, the most scientific method of lubrication

Unquestionably, the name WHITLOCK on cordage guarantees

The Utmost in Rope Value

WHITLOCK CORDAGE CO.

46 South Street, New York
226 State Street, Boston, Mass.

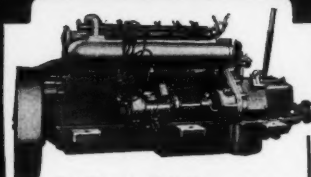
*Now the Reports
are coming in!*

READ WHAT THE
RED WING
"WARRIOR"

is doing in Maryland

Writes F. B. Eisenbrandt, Baltimore, Md.—

"We are surprised at the Warrior's power and smoothness. It drives Mr. Huckle's 38 x 8½-foot boat at better than 9 miles an hour, turning an 18 x 12 wheel at 1,250 R.P.M. No one expected this boat to ever do better than 8 miles, regardless of the size of motor placed in it. Comments on the Warrior by other boatmen have been very favorable."



The Warrior, 30-50 H. P., complete with Paragon 90% reverse gear and 2-unit, 6-volt electric starting motor and generator. Bore 3¼", stroke 5". Piston displacement, 230 cubic inches.

PRICED AT
\$495 WITH
STARTER
RED WING MOTOR CO.
RED WING, MINN.
U.S.A.

The purpose of the ATLANTIC FISHERMAN is to be a factor in the industrial growth of the commercial fisheries. To this end, the magazine is dedicated to the prime factors, in effect the creators, of the industry—fish producers, men who either fish themselves or who are instrumental in production through immediate interest in floating property.

The ATLANTIC FISHERMAN serves its readers by discussing fishery topics; by presenting new methods, gear and designs by being sufficiently interesting to afford relaxation from the strain undergone by those who follow the sea.

While we realize that successful re-handling and re-selling are vital to producers, experience shows that the division between distribution and production is so distinct in the fishing industry that it is impossible to serve both faithfully. Therefore, the ATLANTIC FISHERMAN is published exclusively for producers—captains, owners and crews of fishing craft.

ATLANTIC FISHERMAN

Registered U. S. Patent Office

"The Fisherman's Magazine"

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Goffstown, N. H.

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Publisher and Editor

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Cold Delays Launching of Trawlers "Notre Dame" and "Flow"

Christened Nov. 30th and Launched Dec. 2nd at Bath Iron Works

NOVEMBER 30, the day scheduled for the launching at Bath, Maine, of the trawlers *Notre Dame* for the Atlantic & Pacific Fish Company, and the *Flow* for the Bay State Fishing Company, proved to be the coldest

The *Flow* is a sister ship of the *Ebb* which was launched on November 16th at the Bath Iron Works for the Bay State Fishing Company. She is of steel construction, 132 ft. long, 24 ft. beam, 13 ft. depth, with a credited speed



Rev. Cornelius Donovan, Chaplain of the Boston Notre Dame Club, christened the new trawler "*Notre Dame*" for the Atlantic & Pacific Fish Co. at the Bath Iron Works on November 30th.



Miss Dorothy Thebeau, daughter of L. E. Thebeau, Treasurer of the Bath Iron Works Corp., was the sponsor for the "*Flow*", new trawler for the Bay State Fishing Co.

November day in years, the mercury verging on zero, and with the grease congealed on the ways, the trawlers stuck as if glued.

They were both christened, however, the *Notre Dame* by Rev. Cornelius Donovan, Chaplain of the Boston Notre Dame Club, and the *Flow* by Miss Dorothy Thebeau, daughter of L. E. Thebeau, Treasurer of the Bath Iron Works Corp. They were launched on Monday, December 2nd.

of 11 knots. The engine room equipment was furnished by the Walter H. Moreton Corp., and includes a 500 H.P. 6 cyl. 14½ x 21 Winton Diesel engine. Power for the trawl winches is obtained from a 4 cyl. 120 H.P. Winton Diesel auxiliary generating set. All of the electrical equipment was furnished by the General Electric Co. The trawl winches are "New England", Model M, and the fish hoists are "New England" No. 767. Winches, hoists,

gallows, bollards and deck fittings are all standard equipment furnished by the New England Trawler Equipment Co. The batteries are Exide. Running hot and cold water are provided in the quarters of the officers and the crew.

The *Notre Dame* has a sister ship now under construction at the Bath Iron Works, the *Fordham*, which it is expected will be launched December 19th.

The *Notre Dame* is driven by a 4 cycle, 500 H.P. 6 cyl. Bessemer Diesel engine, 230 R.P.M.

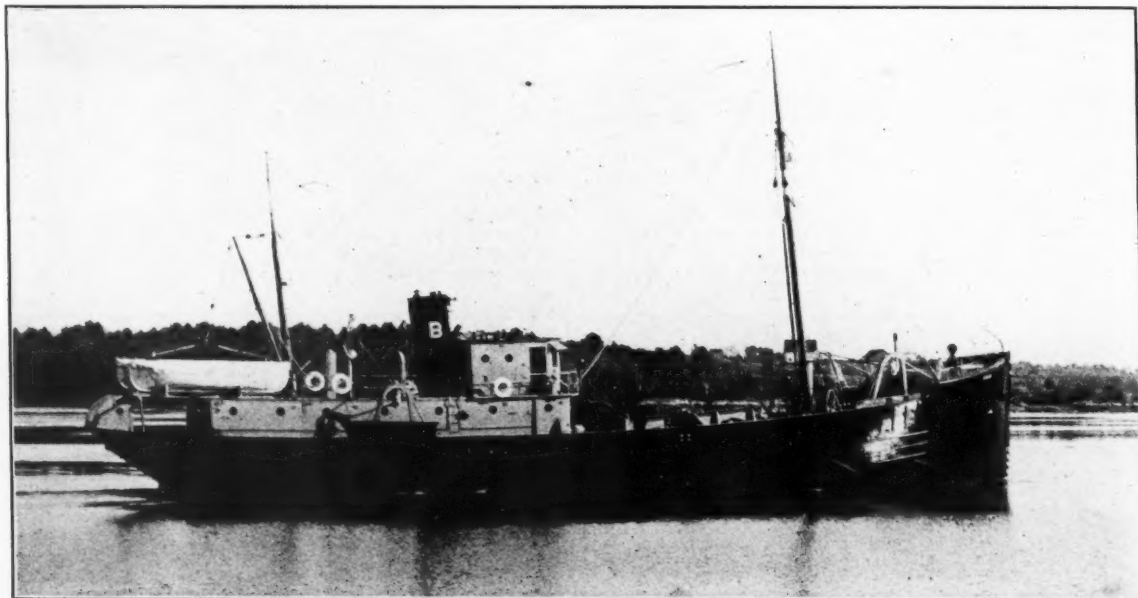
Instead of using two engines, one for propulsion and one for driving the deck winch, the deck winch diesel engine is eliminated. A special design Diehl generator will supply current for the deck winch motor. This generator will be placed on the forward end of the main Bessemer engine and by a new system of voltage variation will enable the deck winch motor to be run at any speed from creeping to maximum with the complete elimination of the contractor-panel. The main generator is designed to give

Litigation affecting the New Jersey Oyster Industry

By J. Richards Nelson

TWO cases affecting the New Jersey oyster industry are scheduled to come before the United States Supreme Court during the winter.

One case is between the State of Delaware and the State of New Jersey concerning the boundary line. Delaware claims a twelve mile circle from New Castle under an original land grant. New Jersey claims that the boundary line is in the middle of the Delaware Bay ship channel. The dispute involves the Ship John natural bed, one of the best sources of seed to the New Jersey oyster industry. The case has been in dispute for many years and was finally put in the hands of a boundary commission appointed jointly by the states. The commission was unable to come



Trawler "Ebb" owned by the Bay State Fishing Co., and launched at the Bath Iron Works, Bath, Maine, on November 16th. She is of steel construction, 132 ft. long, 24 ft. beam, 13 ft. depth, with a credited speed of 11 knots. The engine room equipment was furnished by the Walter H. Moreton Corp., and includes a 500 H.P. 6 cyl. 14½ x 21 Winton Diesel engine. Power for the trawl winches is obtained from a 4 cyl. 120 H.P. Winton Diesel auxiliary generating set. All of the electrical equipment was furnished by the General Electric Co. The trawl winches are "New England", Model M, and the fish hoists are "New England" No. 767. Winches, hoists, gallows, bollards and deck fittings are all standard equipment furnished by the New England Trawler Equipment Co. The batteries are Edison.

a very high overload capacity at any engine speed. A fifty-four inch Cutler Hammer magnetic clutch is connected between the main engine and the tail shaft. This permits using the main generator with the tail shaft disconnected from the main engine.

The *Notre Dame* is equipped with a Bromfield trawl winch, and Edison batteries. The marine hardware and tool equipment was furnished by Charles Parker Co. She will carry Radiomarine Corp. of America wireless equipment with a licensed operator. She is 132 ft. long, 24 ft. beam, and 13 ft. depth, with a capacity of 275,000 pounds of fish.

The christening, and what was to have been the launching, of these two trawlers was largely attended. The Atlantic & Pacific Fish Company delegation, headed by Francis J. O'Hara, Jr., and Captain Magnus Magnusson came from Boston in a private car. The Bay State Fishing Company officers and guests arrived by motor, and included B. Devereux Barker, president; Thomas F. Kenney, treasurer; Raymond C. Mudge, vice-president; J. J. Lemere, vice-president, and Charles D. Hodges, sales manager. The christening was followed by a dinner at the Hotel Phoenix, which was presided over by W. S. Newell, President of the Bath Iron Works Corporation.

to terms agreeable to both states and the matter has been referred to the Supreme Court of the United States for a decision.

The other case concerns the proposed diversion of water by New York City from the upper Delaware. As oysters are brackish water animals and are absolutely dependent upon a supply of fresh water for their existence, considerable concern is felt for the industry if New York City is successful in winning the diversion case.

The invasion of star fish into Maurice River Cove, the first in the history of the business, has resulted in a wholesale war against them by the Oystermen's Association. About fifteen boats have been sent out to dredge them on the vacant bottoms adjoining the beds and several boats are mopping on the outlying grounds of oysters. There is already a noticeable decrease in their number and if they continue to decrease for another two weeks at the present rate the danger from them will be over.

Captain Robert Jeffries is fitting out his 96 foot schooner, the *R. and A. Jeffries* to dredge conchs off the New Jersey coast. The demand for conchs for cod fish bait is rather heavy and the fishermen experience considerable difficulty in obtaining them during cold weather. The *R. and A. Jeffries* was built in 1925 at Dorchester and is powered with 100 h.p. Standard Diesel.

Provincetown Speeding Up Craft

Dory Fleet Increasing Power

Wellfleet Oystermen to Create Year Round Demand

By J. C. Johnson

THE power dory fleet of Provincetown is all agog with the speed mania at this writing. Talk of fast boats dominates the discussions on the wharves, in stores and homes, and several of the owners are acting as well as talking. Two craft, each newly equipped with a 106 h.p. Chrysler marine engine, clipped off 18½ miles an hour and skid over the harbor like pleasure speedboats on their trial runs early in November. Another dory, just equipped with a 30.50 h.p. speed engine, is making 15¼ miles, while her owner plans a new propeller that will step her up to 18 miles. Plans for other boats to be equipped with power to propel them around 20 miles an hour are underway. But the most startling feature of all in this speed campaign is the word coming from a reliable figure in the industry who is against having any publicity at this time, that next spring he will put out a boat capable of maintaining a speed of 30 to 35 miles an hour!

This will be as different as day and night compared with the fishing of two decades back, when the average dory speed was about 3 miles. What will be the ultimate effect upon the industry can only be conjectured. The dory men account for 80 per cent of the fishing activities here, so it is readily seen that this is significant, first page news for Provincetown.

The big idea back of this craving to cut down fishing time by adopting the most modern kind of equipment is to provide a greater measure of safety and to shoot into port while the market is brisk. These modest little spray-hood boats, 30-odd feet in length, bring in plenty of fish the year round. Their men are the new adventurers of this historic fishing port; a fearless lot who go 40 to 60 miles at sea, with a couple of life preservers and no tender, to get their fish.

Manuel Zoura's *Mary Ellen*, high liner of the dory fleet chugged in "half sunk" the other day with 7500 pounds of groundfish caught 40 miles off Gloucester. All through the home trip Zoura watched his bow frequently dip under the seas and disappear from sight, and as he came into the harbor the seas shipped over the gunwales. That was before he got his 106 h.p. engine. Zoura is the most daring one of the lot, and the most enterprising. Recently he gave Capt. Gaspie of the two-master *Angie B. Watson*, a shock by pulling alongside the *Angie B.* while she was fishing in the channel off Chatham. And the skipper, seasoned old salt that he is, was the first to shout out: "Boy, you've got your nerve."

But Man'l is always cashing in from his daring. From Nov. 11 to 15th he stocked \$616, which is better than any doryman did this month. He says he can carry 15,000 pounds of fish in the *Mary Ellen*. With four tubs of trawl he sets out at 2 in the morning. He comes home at 5 in the evening, having cut down his fishing time 4 hours with his new power.

To keep her from settling, the *Mary Ellen* has just been equipped with a planing board arrangement, an invention of Jot Small's which looks as much like a cranberry scoop as anything. This is three feet, 10 inches wide, it goes under the stern and extends out 8 inches and 2 inches above the propeller. It serves the purpose well by giving the *Mary Ellen* an excellent speedboat rest. The *Mary Ellen* is 33 feet long, with nine foot beam. Her new 106 h.p. Chrysler engine has a reduction gear, 3% in. bore, 5 in. stroke and 7 main bearings.

John Paul has equipped his 35-foot, 10-foot beam boat with the same power and on the speed test from Long Point to Sklaroff's Wharf he stayed about even with Zoura all the way. Frank Cabral, manager of Rush Fish Company, also has the modern equipment, a 30.50 h.p. motor in his 31-foot dory manned by Louis Cadarro. His was the first speed engine introduced here. Frank is planning to abandon his towing wheel for a speed propeller by which he hopes to get up to 18 miles an hour. His boat, fishing 30 to 35 miles off the Highland, has been beating the others in consistently by two-hour margin. Her gear consists of

six haddock tubs with 3600 hooks. She goes out at 1 in the morning and the gear is set at 4 o'clock. At 6, the hauling of trawls starts, and this takes only two hours, even in a heavy breeze, for the engine propels the boat along very slowly to bring in the slack. Thus, the labor and difficulty of pulling the dory along while trawls are drawn is obviated. At 8 they start home, and the fish is discharged and the men are able to be home in time for dinner. Some change from the day of the 3½ h.p. dory when the fleet was in its infancy here.

The power craze comes hard upon the fashion of better constructed boats. Manuel Tarvis, the Plymouth boat builder, has supplied several boats of up-to-date design. The Cabral boat, for instance, has a 9-foot center that runs to the stern and thus provides more room and gives her a speedboat design. It's said she is fully capable of taking rough seas under full speed. The fact that she is built a little higher forward helps her to do this. She's constructed of 1½ in. plank and 2 x 2 double timbering from bow to stern.

As for the rest of the fleet, there are quite a few boats equipped with Universal and Bridgeport engines, most of them 25 h.p. and attaining a speed of 9½ to 10 miles.

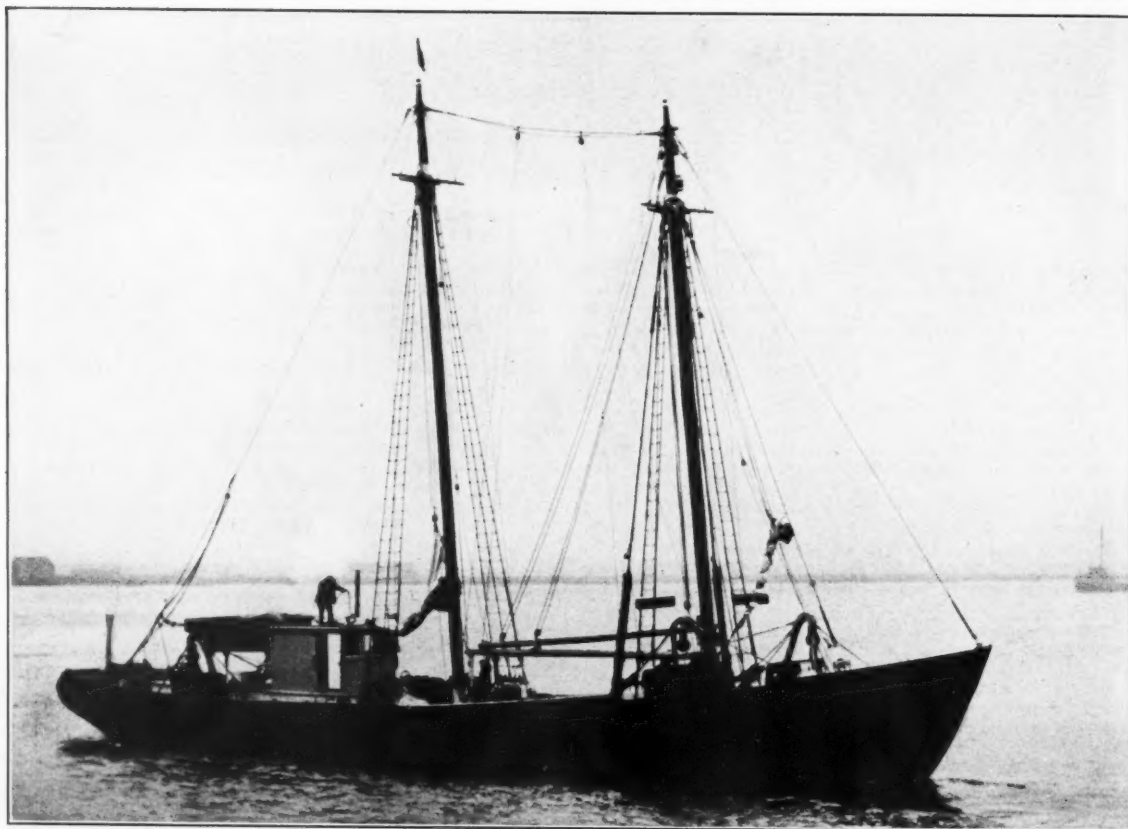
The dory fishermen are just entering upon their busiest season, which will continue to the last of May. It looks as though this section will be favored with a prosperous codfish winter. It's always a good sign when codfish are taken from the traps, which is happening right along now. The haddocking hasn't been so good due to the presence of dogfish, but these troublesome cannibals of the deep have all but disappeared from these waters. Fresh herring is expected along about the first of December, and then come the cod. The shippers are looking forward to sardine possibilities, as there is always a good market for this fish. The last of the large mackerel are dribbling in and bringing good prices. On the 18th the mackerel price was 20 cents. This has been a poor Fall for mackerel catches. However, *The Pearl*, Capt. A. L. Daggett, unloaded 1,000 pounds the second week in November.

For prices on cod this is the best Fall start Provincetown has ever had. Most of the cod that's being caught is going to New York and bringing 10 to 12 cents. Haddock is selling in Boston at 5 cents. A large quantity of the fish caught here is going out by truck or freight. The freight leaves at 6:15 A. M. and arrives in Boston at 5 A. M. the following day. For a New York consignment two days are consumed via the freight route. V. H. Heller & Co. shipped 200 barrels of pickled herring to New York the first part of November. S. Sklaroff & Sons have salted a great mass of mackerel, probably about 2,000 barrels and most of this will be distributed from the company's Philadelphia plant.

The thirty flounder draggers that left for Hyannis the first of the month have not fared so well. They will be back the latter part of this month to start dragging in the bay. The *Arthur* and *Matthew*, Capt. Frank Parsons, which has just been equipped with a new engine, did better than the rest. But this didn't surprise the old timers, for Skipper Parsons has the reputation of being a crack fisherman, whose annual take is from \$4,000 to \$5,000.

About 15 New York and Rockland, Me., scallop boats have done very well dragging the rich pocket of sea scallops situated about 10 miles south of Race Point. They skipped a year and came back in full force in June. Now the only one left is the *Mildred J.*, New York, Capt. Fritz Johnson, and she is getting ready to pull out. Her crew complains that starfish, or something, is killing off the scallops for bushels of dead ones are being hauled up. Some of the crews shared \$1600 to \$1800, even though they were forced to lay up for a full week on two occasions owing to bad weather. Some tried their luck off Plymouth and Sandwich, but most of them concentrated on the bed off the Race. The scallop boats have been bringing into New Bedford and Boston 300 to 400 gallons to a trip and the price has ranged from \$2.50 to \$3.50. Included among the visitors were the *Alert*, the *Mary*, the *R. B. Stitson*, of New York; *Madeline* and *Flora*, Virginia R.

(Continued on Page 33)



The new schooner "Edith and Elinor", Simon Thereault, Captain.

Edith and Elinor

Back from Her Maiden Trip with \$3900. Stock

Gloucester Gleanings

By Eddie Goodick

THE Schooner *Edith and Elinor* built at the yard of J. F. James & Son of Essex for Captain Simon Thereault and others, sailed on her maiden trip on November 19th. She was given a noisy send-off by the various boats as she left the harbor with Captain Thereault at the wheel. The boat was fitted out under the direction of Captain Thereault. She is equipped with a 275 horsepower Atlas Imperial Diesel Engine which was installed under the direction of T. Ralph Foley. She was rigged by Harry Christensen. The trawling equipment was furnished by the New England Trawler Equipment Co., using a Model D winch, a chain drive fish hoist, regular gallows and bollards. She was also equipped with a Lux fire extinguishing equipment installed by the McLaughlin Marine and Oil Company. The carpenter work was done by T. Ralph Foley, and the sails were made by D. F. Harris & Company. The electrical equipment was installed by Charles E. Rice using Edison Batteries and Westinghouse Generating and Distribution Equipment. A catch of 86,000 lbs. on her maiden trip is a fine start.

Local Seiner Burned to the Water's Edge

According to a wireless message received from Coast Guard Base 5 at Boston, the local seiner *Governor Prince* was burned to the water's edge off Cape Cod, October 24, and is a total loss. Her crew of 12 men are reported safe, having been taken from the seine boat in which they fled, by the patrol boat 178, operating out of Base 5 and brought to Boston.

It is believed that the blaze started in the engine room, fed rapidly on the fuel oil carried by the craft, and drove the men to the seine boat for safety.

The *Governor Prince* was owned by Vincent Ciarametaro, who was captain, and Ernest Vigliano, and was registered from Boston. For some time she was used in carrying freight and passengers between this port and Boston, but was sold when the company conducting the business gave it up, and was purchased and made over into a flounder dragger and mackerel seiner.

Seiner Bumps Another Outside Cape Cod Canal

Rammed amidship on the starboard side of the seiner *Josephine and Mary*, while fishing off of Cape Cod, Oct. 24, the local seiner *Natalie II*, Capt. Leo Linguata, was towed to port in a leaking condition by the former and this morning went on Burnham's railways for repairs.

The *Natalie II* with others of the fleet, was starting out to reap the harvest of blink mackerel schooling outside the canal, and in some manner while both were on the fish, the bow of the *Josephine and Mary*, which is commanded by Capt. Joseph Pallazola, crashed fair and square amidship into the *Natalie II*, causing water to rush in, and an uncomfortable feeling to the crew.

The *Josephine and Mary* was brought about and a line made fast to the crippled boat and she was towed into port, where the extent of her damage was learned. From the waterline to the top of the pilot house the craft was splintered. It seems sort of a miracle that the *Josephine and Mary* didn't plow right through the boat, which is a former sub-chaser.

Local Craft Goes Aground

The auxiliary schooner *Amelia M. Pereira*, of this city went aground in the fog early in the morning about 1:30 o'clock Nov. 1, on Peaked Hill Bar. Coast Guard boats succeeded in floating her about 8:15, and the schooner under the command of its captain, Capt. Perry, proceeded to the fishing grounds.

Former Local Craft Sinks

Schooner *Florence E. Merchant*, of New York, formerly owned by Capt. Nels Amero, of this city, sank October 31, about 10 miles off of Race Point, according to information (Continued on Page 33)

Government Aid an Important Factor in Growth of U. S. Fisheries

THAT the continued growth and present prosperity of our commercial fisheries is due in no small measure to the fundamental researches carried on by the Federal Government in connection with fisheries problems and the technical assistance rendered the fisheries industry is revealed in the annual report of U. S. Commissioner of Fisheries Henry O'Malley, made public today.

The needs of this industry Commissioner O'Malley compares to those of agriculture, pointing out that fish operations are carried on by a large number of small units which lack organization and the necessary capital to conduct technical research. Such conditions, he declares, require that the federal government make these fundamental investigations if the fisheries industry is to show progress similar to that in the industrial field.

Marked progress is being made by our fisheries industries in improving the handling, manufacturing and merchandising of their respective products. A factor which has undoubtedly been of importance in these improved methods has been the employment by private organizations of skilled technologists who have received their training in the federal bureau.

The improvement in the quality of the fisheries products now offered the public, the report points out, has brought about a greatly increased demand, to supply which fishing activities have been intensified to a great degree. This situation has resulted in some instances of seriously threatening the future supply of certain fish. Because of this development of the Bureau of Fisheries has had constantly increasing demands made upon it for information concerning the condition of each important fishery and restrictions which may be necessary to insure a continuance of large-scale operations.

Many important species of fish are migratory and cover a wide range, the report shows. Fisheries operations are carried on in State, interstate and international boundary waters and on the high seas. While each State makes its own laws governing the fisheries within its boundaries, the State authorities and those engaged in the industry generally look to the Bureau to make the investigations necessary to determine the trend of each important fishery and to recommend the restrictions needful for maintenance of supply.

Statistics collected by the Bureau show that our annual harvest of fishery products amounts to about three billion pounds for which 127,000 fishermen receive around \$113,000,000. In 1928 the pack of canned fishery products exceeded 617 million pounds valued at \$96,000,000. Fishery by-products produced in that year had a value of \$14,880,000. The quantities of fish frozen exceeded 113,600,000 pounds, the largest figure on record. Over 65 million pounds of packaged fresh and frozen fish—three and a half times the output of 1926—valued at nearly \$10,000,000 were marketed. Exports of fish from the United States in 1928 reached a total of \$21,000,000.

Fishing Grounds of the Gulf of Maine

PARALLELING the northeastern coast line of North America lies a long chain of fishing banks, a series of plateaus and ridges rising from the ocean bed to make comparatively shallow soundings. From very early times these grounds have been known to and visited by the adventurers of the nations of western Europe—Northman, Breton, Basque, Portuguese, Spaniard, Frenchman, and Englishman. For centuries these fishing areas have played a large part in feeding the nations bordering upon the western ocean, and the development of their resources has been a great factor in the exploration of the New World.

According to statistics collected by the Bureau of Fisheries, these banks annually produce 400,000,000 pounds of fishery products, which are landed in the United States; and, according to O. E. Sette, annually about 1,000,000,000 pounds of cod are taken on these banks and landed in the United States, Canada, Newfoundland, France, and Portugal.

Apparently the earliest known and certainly the most extensive of these is the Great Bank of Newfoundland, so named from time immemorial. From the Flemish Cap, in 44° 06' west longitude and 47° north latitude, marking the easternmost point of this great area, extends the Grand Bank westward and southwestward over about 600 miles of length. Thence, other grounds continue the chain, passing along through the Green Bank, St. Peters Bank, Western Bank

(made up of several more or less connected grounds, such as Misaine Bank, Banquereau, the Gully, and Sable Island Bank); thence southwest through Emerald Bank, Sambro, Roseway, La Have, Seal Island Ground, Browns Bank, and Georges Bank with its southwestern extension of Nantucket Shoals. To all these is added the long shelving area extending from the coast out to the edge of the continental plateau and stretching from the South Shoal off Nantucket to New York, making in all, from the eastern part of the Grand Bank to New York Bay, a distance of about 2,000 miles, an almost continuous extent of most productive fishing ground.

Within the bowl that is the Gulf of Maine, the outer margin of which is made by the shoaling of the water over the Seal Island Grounds, Browns Bank, and Georges Bank, this chain is further extended by another series of smaller grounds, as Grand Manan Bank, the German Bank, Jeffreys Bank, Cashes Bank, Platts Bank, Jeffreys Ledge, Fippenies Bank, Stellwagen or Middle Bank; and again, lying inside these, this fishing area is increased by a very large number of smaller grounds and "fishing spots" located within a very short distance of the mainland. All these banks are breeding places of the most valued of our food fishes—the cod, haddock, cusk, hake, pollock, and halibut—and each in its proper season furnishes fishing ground where are taken many other important species of migratory and pelagic food fishes as well as those named here. It is probable that no other fishing area equaling this in size or in productivity exists anywhere else in the world.

Oyster Industry, Delaware Bay

A SURVEY of Delaware Bay by the Bureau of Fisheries, United States Department of Commerce, shows that only a light set of oysters was obtained during the past summer. Generally, spawning takes place in two or three spurts, but the summer of 1929 saw a continuous dribble of spawn being thrown out.

The temperature rose above 20° C. by the middle of June. The maximum temperature was 27.5° C. over the natural beds of Delaware on July 9.

In Delaware waters the first spawning (a small one) took place on June 23, at a temperature of 23.2° C. The bottom temperature remained near this point until July 4 and 5, when it increased to 26°. On the 6th a fair-sized spawning took place, followed on the 10th by a very small one. The temperature dropped on the 10th and 11th, due to a north-east storm, but rose on the 12th and 13th to 26.4°. The spawning on the 13th was the heaviest of the whole summer, averaging only eight per liter. On the New Jersey side higher counts were made.

A large number of oysters examined on the 15th and 16th were spawned out. None of the spawning previous to the 13th reached the setting stage. There were several light spawnings on July 17, 20, 26, and in August, but no evidence was seen that would indicate that they ever reached the setting stage. Examination of the natural beds of Delaware and New Jersey as well as private bottom, on which either new shells had been planted or the old shells dredged over, shows that the set for 1929 was very light on the natural beds and that on a majority of the private bottom there was none at all.

The report of the Delaware Bay oyster industry shows that the natural beds or rocks of the State are very much depleted and have decreased in area, while on the New Jersey side, due greatly to the enforcement of the rough cull law and the returning of large numbers of shells, the area has been increased as well as the quantity of seed oysters.

The trend of the industry, as shown by the acres per lease, number and size of boats, and the consolidations that have taken place, is toward fewer and larger companies or groups. In Delaware 95 per cent of the oyster output is controlled by 5 companies or individuals, whereas 15 years ago there were 15. In New Jersey the number of boats was approximately the same in 1914 and 1929, yet the average tonnage per boat was 21.3 and 30.7, respectively. For the same years the number of acres per lease was 90.4 and 129, respectively, with two companies controlling 1,400 acres each in the latter year. The rent per acre paid to the State has increased 50 per cent and the tax per ton 166 per cent in this same period. The amount of oysters marketed in New Jersey has varied from a minimum of 975,000 in 1918-19 to a maximum of 2,320,700 bushels in the oyster season of 1925-26. The shucking of oysters in this section was begun in 1922 with a few thousand gallons and has grown to 990,019 gallons in the season of 1928-29.



By Alfred Elden

IT was only this fall that I got a good "close up" of the whirlpools of Passamaquoddy Bay. The fishermen in their small 30 to 40-foot craft took what seemed to me long chances with those swirling vortexes. They dodged in between them and cut close to their edges. The boat I was on, a staunch 60-footer belonging to the Cooper Dam Project, was none too big. In fact when Cap'n Pendleton went through one whirl that pulled our stern down to within a foot of the deck—well, for a few moments a coal barge would have suited me!

Despite the ominous appearance of these troubled waters between Eastport and Deer Island, the past has recorded few catastrophes which to me seems remarkable. There is force to those Fundy tidal currents. Near Deer Island Point the swiftly moving waters pour over a shoal into an immense



East side of Central Wharf, one of the fish wharves at Portland, Maine.

chasm. Coast & Geodetic Survey Chart 801 gives the depths of the shoals as 36 to 42 feet, while all around are depths of from 300 to 400 feet. This unusual topography of the ocean bottom certainly stirs up some turmoil.

At certain stages of the tide the whirls are beautiful even though malefic. They twist and bore, seethe and boil. Rafts of kelp, devil's apron, clumps of rockweed torn from their bases, odds and ends of driftwood and miscellaneous flotsam and jetsam, are swallowed in mighty and unescapable gulps.

Even the fishermen fear the "Old Sow." This whirl has an estimated depth of from 50 to 100 feet although no person has ever been able to sound the extent of its Gargantuan gyrations. When the "Old Sow" is at its best—or worst, what it swallows generally stays swallowed according to the sardine fishers of Quoddy.

Years ago a little Deer Island fishing schooner with three island fishermen aboard was returning home from a salt fish trip. When between Dog Island and Deer Island Point, the wind dropped flat. Losing steerage way the smaller whirls slowly turned and twisted the craft along until it was delivered into the ruthless vortex of the "Old Sow."

It swallowed the schooner in one ravening gulp and the fishermen were lost within sight of their homes. They were three brothers named Storer of Fairhaven, Deer Island, and their descendants are now living at Waterville, Maine. Some of the tragedies related concerning the whirls are doubtless exaggerations or perhaps mere traditions. But undeniably there have been many drownings caused by the overturning of small boats. Most of these were before the days of power craft which now seem able to weave in and out of the treacherous currents in safety.

If you introduce a lot of sturdy sea salmon into a fresh

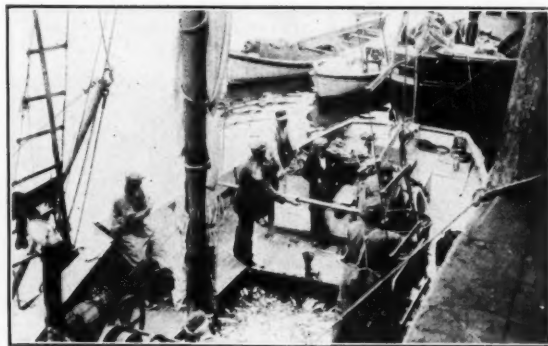
water lake containing landlocked salmon what will happen? Will the two varieties affiliate and will a bigger and better family of fish eventuate? That's what Maine's biggest salmon hatchery at Raymond, on the shores of Sebago Lake, is trying to find out. Three years ago 100,000 sea salmon eggs were secured from Nova Scotia and brought to the hatchery.

They were carefully hatched and reared and a gratifying percentage lived. As two-year-olds they were 15 per cent larger than the fish of the same age reared from Sebago Lake salmon. Now more than 50,000 have been released and presumably are consorting with their landlocked cousins. Noted ichthyologists are watching the experiment with much interest but of course it will be some time before definite results may be known.

Dr. W. C. Kendall, of the U. S. Bureau of Fisheries, recently returned with the MacMillan Arctic expedition from fish experimentation in the Northland is inclined to believe the trouble will come when the *Salmon Salar* attain maturity and try in vain at spawning time to regain the salty waters where they were born. He doubts if they will multiply in Sebago. But other scientists are hopeful.

Captain George Smith and son Elliott, of Owls Head, were about to start out for the Monroe Island scallop beds, when an explosion set fire to gas and oil which had accumulated in the bilge. Both men were quite badly although not seriously burned and the boat sank at its mooring. With its equipment it was valued at about \$3,000.

The Linscott "boys" of Orrs Island are among the best known of Casco Bay's fishermen. Captain Moses B. Linscott,



Unloading sardine herring at Central Wharf, Portland, Maine.

now 88, lives mostly in the past although you can't keep him away from the fish wharves. William Henry Linscott is only 77 so he still "plays around" each summer with a few lobster pots. Isaac Linscott is but 75 and baits and hauls half a hundred lobster pots in all seasons. Years ago the name "Linscott" was one to conjure with in Lower Casco Bay fishing activities.

James A. Linscott was head of the family of 12 children, boys and girls, of which the three brothers mentioned above are the only survivors. In the hey-day of their lives the Linscott brothers, including James A., Moses B., John, William Henry, Isaac and Charles, conducted a big fish business at Lowells Cove, Orrs Island.

They employed upwards of 100 men in their fleet, were outright or controlling owners of 13 vessels at one time and followed every branch of the offshore fishing business. Salt fishing at the banks, Browns and La Have and Seal Island grounds in the spring; swordfishing on Georges in summer, and trawling through the winters. Their crews came from Gloucester, Nova Scotia and the Casco Bay Islands and mainland.

Captain Moses B. Linscott was the keystone of the rugged Linscott arch. He was and is big in heart, mind and body. He could have been a very rich man had that same heart not ruled the head. He gave away several fortunes to less deserving fellow men. As a side line he conducted a large grocery and ship chandlery store at Orrs. Customers came from far and near, loaded what they wanted into their boats, kept their own accounts—and frequently made no further accounting!

During their long career in the fishing business the Linscotts made "barrels of money." They first bought the



Drying fish on the roof of a Portland, Maine, fish concern.

schooner *Constitution* and that proving a success, soon added the pinky *Louisa*, schooners *Little Dreadnought*, *George E. Hagen*, *Willie and Alice*, *Moses B. Linscott*, *Josie May*, *Julietta*, *Cora E. Smith*, *Mary Smith*, *Eva and Mildred*, *Maid of the Mist* and others. These names are bound to awaken recollections in the minds of veteran fisher folk.

I was interested when over Eastport way recently to hear the fishermen talk about "pegging" for pollock. It is considered a difficult but effective method of fishing for certain species at certain times and under certain conditions. A "peg" is a fishshaped lead sinker weighing about a pound, with a hook closely attached but so it swings freely. This is baited with a four-inch strip of pork rind or a tough piece of fish skin.

In pegging pollock the small power fishing boats are never anchored. The fish are caught as the craft drift with the tides across the banks or shoals. Sometimes no more than one fish or perhaps none at all is caught before the strong currents of Fundy have taken the fisherman over the ground. Then he starts up his motor and heads back for another "drift."

Unlike ordinary hand-lining, when the baited hook may be held stationary or moved up and down only a few inches, in pegging the heavy peg is dropped quickly to the bottom, then raised a few fathoms in quick, swift jerks. If no fish takes hold, the peg is again dropped to bottom and the maneuver repeated.

It is hard work for the pegger must be constantly on his feet, never sitting down. When pollock are plentiful a few of the most skilled peggers have taken as high as 200 fish on a tide. This fall, however, they have had to content themselves with eight to ten a day. There was a time when these Quoddy peggers wouldn't wet their hands for that, but now that the fish are worth 50c each as against the old price of 10 cents, they are glad to make even these small catches.

The sardine season in Passamaquoddy Bay came to an end November 1 with all of the Eastport and Lubec factories closed down. While the season was a short one and the movements of the herring erratic as usual, it is believed the factories secured about all the fish they really cared for. "Make it snappy," is the slogan nowadays and if the factories can get all the fish they need in three months the packers are satisfied.

The fishermen around Chamecock through November were furnishing herring to the big factory of Connors Bros. at Black's Harbor in fair quantities. This enterprising New Brunswick plant will continue to operate until heavy freezing weather. Early in November a record pack was assured. George Eaton & Sons, and Frank Farris & Sons, of Fairhaven, N. B., small factories, also took fish in regular supply.

The weirs at some points took fair quantities of stringing herring which were disposed of at good prices to the Lubec and Eastport smoked fish stands.

The early closing of the Passamaquoddy and Bay of Fundy sardine fisheries this season was due in great measure to the

unprecedented numbers of silver hake. These insatiable enemies of the silvery herring scattered the schools far and near, breaking them up as fast as they formed and driving the remnants out into deep waters. Not only did they eliminate the herring of sardine size from the picture but they also played hob with the larger smoking herring.

There seems to be no doubt that each year finds the demand of the American sardine factories at Eastport and Lubec for herring decreasing, while on the Canadian side the demand increases and the season is much longer. It is reported that Connors Bros. next year plan to increase their pack to double that of this season. This is welcome news to the fishermen for with such enormous capacity for handling fish, there should be an adequate market in all normal times for a large amount of raw material.

William W. Hosmer and son Guy Hosmer, and Henry Hartleb, Jr., of Bath, were down at West Point near the mouth of the New Meadows River when they saw a large fish wash up on the shore. They had rifles in the Hosmer cottage near by and securing them opened the battle. Their quarry proved to be a 500-pound sand shark and the tide washed it out and back four times before they rendered it hors du combat and stopped its thrashings.

At Beachwood a few miles west of Biddeford Pool, Melville Campbell and his two sons brought ashore another big sand shark that had become entangled in their nets and drowned.

At Eastport the Dexter P. Cooper Co., which has been occupying the second and third floors of the Seacoast Canning Co., office building on Sea Street, has now taken the ground floor left vacant by the removal of the Seacoast offices to Lubec. While there is no particular change in the Cooper tidal power project, so far as the public knows, there are many rumors to the effect that something decidedly interesting may develop this winter. The enlargement by the Cooper company of its Eastport headquarters does not indicate that it is discouraged over Canada's delay in issuing a final ultimatum. All the fishermen I talked with on a recent visit to Quoddy, and several weir owners were among them, were strongly in favor of the dam.

Mackerel, the mystery fish, are just now (December) doing their annual disappearing act. Where do they winter? There are theories enough to fill a book but not even the scientists can tell us absolutely. They show up off the Chesapeake Bay—Cape Hatteras region any time between March 20 and April 20. Gradually they work north during the summer until in the late fall when they are near Newfoundland and they—well just hop off for somewhere.

Fishermen have claimed the giant schools swim along miles deep in the breast of the Atlantic, moving slowly southward until instinct again brings them to the surface in the spring at the starting point. Science however, says the great pressure of the underseas areas would prevent any such move-

(Continued on Page 30)

Fishing Notes

from Maine

By the Fisherman's Doctor

WITH the closing of the sardine factories some of the boneless herring plants at Eastport have been started up for the winter, as there are plenty of operatives available among families depending on factory work, and they are content with almost any kind of work after the close of the sardine season which was shorter than usual this year. With the closing of the sardine factories comes the closing of many other important branches and sidelines, including the box-

in making pearl essence here, though the work of making finished products will go on in New York. Another season will see further work in more factories making pearl essence because there is money to be made in the business. Not many fish scales are available now.

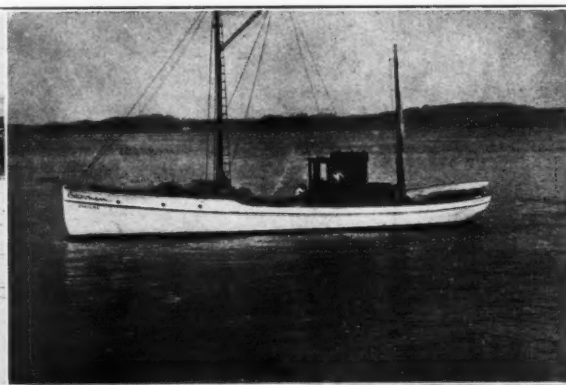
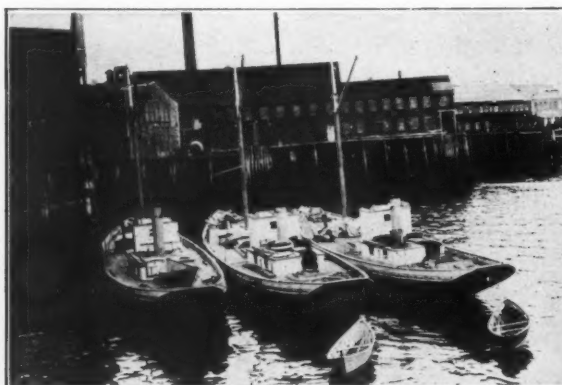
Plenty of herring are running now but the demand is slack as the fishermen and lobstermen have plenty of bait on hand. Erland and Bonnie Quinn of Eagle, are at Frenchboro fishing, and are doing well getting plenty of fish.

Five thousand pounds of seed lobsters were brought from Nova Scotia by Capt. George Gilbert of the smack, *Willard Daggett*, and Commissioner Crie had them sent to Warden Hanen at Swan's Island, who has been liberating them along the coast, and they have been put to most efficient use.

L. A. Coombs and son, of Vinalhaven, have recently bought the Bodwell Granite Co., stable, and adjoining property, to use for boat building purposes.

John McNichol, of the McNichol Packing Company, of Eastport, has closed the sardine factory and has gone to New York on a business trip.

The Wyman clam factory at Milbridge has been rebuilt, and will soon be in commission.



UPPER LEFT: Three modern sardine carrying motorboats at Eastport, Maine, belonging to Booth Fisheries Co. Each originally cost \$15,000 and will carry 60 hogsheads. Length 64 ft. 6 in., beam 15 ft. 9 in., draft 5 ft. 8 in., speed 10 knots. Each is equipped with a 60 H. P. F-M crude oil engine.

LOWER LEFT: Sardine carrier tied up at owner's wharf, E. A. Holmes Canning Co., Eastport, Maine. Carries crew of three men, and is equipped with a 45 H.P. F-M crude oil engine.

UPPER RIGHT: One of the popular types down East, owned by Seacoast Canning Co., Eastport, Maine. Equipped with a 60 H.P. Standard Gas Engine.

LOWER RIGHT: Herring carrier "Sylvina W. Beal" often called "Queen of the Fishing Fleet". Now moored for the winter. Length 71 ft. 7 in., beam 17 ft. 2 in., draft 7 ft. Carries 100 hogsheads of herring. Owned by Seacoast Canning Co., Eastport, Maine.

shook and sawmill, reduction plant, machine shop, and mustard mill, and the hauling up of the large fleet of motorboats that carry herring to the canneries, and many fishermen will be idle for a long spell. A few million dollars worth of property of weir owners, fishermen, boatmen, factory owners, canning plant and associated industries are usually tied up from November to April, and are rarely used for other work.

Marcel LeVeuge has finished his season's work for the Pais-pearl Company and has gone to New York City. Since the closing of the sardine factories there is little work to do

P. W. Perkin and M. F. Bridges of Penobscot went deep sea fishing and got a large fare of good cod and haddock, and report handlining is extra good at present, and trawlers are doing well, too.

The *Thelma*, Capt. Joslan Poland took a large cargo of lobsters to Portland the middle of October.

Richard Quinn, Erland and Carl Quinn, of Eagle, are doing well handlining and report fishing and trawling very good in the vicinity of outer Long Island.

The *Virginia*, Capt. Wallace, is at Rockland fishing for

(Continued on Page 29)

Scallops and Haddock

Cussed and Discussed by
The Vineyard Fishermen

By Joseph C. Allen

THE wind-up of November finds all hands and the cook cussing and discussing two principal subjects, which is to say, scallops and haddock. Those two particular brands of sea-food have occupied our sea-skimmers for the best portion of the month and when we say "best portion" we don't mean the most of it, but we mean the only part that was worth much.

The scallop season opened up at Edgartown on the Fifteenth of the month and man dear! The bottom of that ancient harbor of whalers was paved so deep with the bivalves that the boats went aground where the chart showed four fathoms. Never before in the history of the place have the scallops been so plentiful or as large.

This year the boys petitioned for a postponement of the opening of the season, setting it for the middle instead of the first of the month. Whether or not this is the cause of the scallops being so large no one is prepared to state, but many of the fishermen declare that they will grow as long as the water doesn't chill and everyone seems very well satisfied with the change in the program.

About one hundred and fifty permits were issued and all hands were afloat bright and early on the first day. Seven bushels to a man is the limit, and many of them secured their quota in an hour. They cut out about six gallons or a trifle better which is considered extra good for any place and the peculiar thing about it is the fact that the shells are so small.

Despite a general drop in prices all along the coast, the market opened at the pier at three-twenty-five per gallon and practically all of the first day's catch was sold for that price, Charlie Johnson, who got 'em, stating that he had counted out just about two thousand dollars at the end of the perfect day.

As for the supply, the boys believe that it is far in excess of anything they have ever known, partly because the scallops are more plentiful on the regular beds, and because they have appeared in certain localities where they never were seen before. In one particular spot where the scallops have always run to peanuts, they are as large as any others this year and it looks like a merry Christmas for all of the shellfishermen.

Now about the haddock, this is the second year that these fish have struck on close in to the Vineyard at a very early date. In previous years the boys have been able to get some school fish off the Island along about Thanksgiving time. These haddock were always full of spawn but no one ever caught very many of them. Sometimes a vessel would get a couple of trips hand-running but usually when they returned for the second jag they found that the critters had got under way and sailed for parts unknown.

A year ago they showed up two or three weeks ahead of schedule and strange to say, they had no spawn whatever on the manifest. All big fish, fat and running even, but no roe at all. The boys cleaned up on them and then, at the proper time, the spawn fish showed up, so that the season was lengthened out considerably.

This year the fish have come even earlier and there is a much larger body of them. They don't cruise much and the vessels have been making trips to the bank and back as fast as they could market and discharge. It looks good and it is good, because the haddock is obviously the coming fish in all the big markets. The popularity of the cod is on the wane and even if it wasn't the reports we get from every corner of the ocean, show that the cod, particularly the ledge fish, are running very small. The ocean is alive with them all around here, but they are not a very profitable fish to catch.

Next to the haddock, the tautaug are running best of all fish hereabout. There is quite a little fleet of handliners that is anchoring over the ledges every day that the weather allows it and they have certainly mopped up on those fish. Tons of them have been marketed locally every

week recently. Most of these fish are being carred and will be sold right out of the water all through the winter. Sam Cahoon, at Woods Hole, who buys the bulk of these fish, is reported as having petitioned to the government for a permit to fence off three-quarters of Buzzards Bay to keep 'em in. The boys say that he has the western lumbermen working day and night getting out timber for his cars, and still he don't have room enough.

There is a very little lobster gear in around here. Some of it is in Vineyard Sound and the rest in the bay, but the catch is very good for this season of the year and the price has held up well. As long as we don't get any snow the lobsters will probably move more or less and will pot anywhere, but the season may be called at an end.

Our little draggers haven't had a very hectic month taking it all around. The weather has been against them a large part of the time and the fish have run small.

The last swordfish of the season, perhaps the last one on the coast to be taken with an iron, was brought in by Charlie Tilton of Cuttyhunk about the first of the month. We haven't heard of anything being harpooned since.

The mackerel have stayed right with us, not in any large numbers, but running to a fair size and with December running close aboard, there are probably a few left. No one has been fishing for 'em for some time though.

Reports from the low lying areas, where the eelers operate, state that if all the eels in Marthas Vineyard ponds were placed end to end, they would reach a damned sight farther than anybody would suspect. The fact is that the eel catch this year is above the average by several thousand fathoms and the eels run heavier than common. Prices so far as we can learn, are lower, and it is claimed that the bottom of every pond, lake and river in the whole E Pluribus Unum is wiggling with eels this fall. Probably the scientist sharks will claim that the Gulf Stream hatched out an extra crop this year.

Under the head of news we have to report the addition of two new boats in the Menemsha lobster fleet. Captains Gus Rienertson and Modeste Robowski have each purchased new launches. Both are between thirty and forty feet overall, high-headed, high-powered and of course, high priced.

There is also a persistent rumor that yet another schooner will be added to the Edgartown fleet. This is a yearly occurrence, but it has been long since two vessels have come to Edgartown in one year.

Previous reports from Menemsha have probably mentioned the passionate fondness our lobstermen have for pitching horse-shoes. They have been pitching for an entire season and have paid freight bills aggregating some seven hundred dollars more or less, on shipments of the shoes used in playing the game. The result was that the gang had an elaborate outfit which included all sizes and weights. But a few weeks previous to this writing the sport came to a dead stop and for a few days the cause remained a mystery. Then, by extraordinary skill in sleuthing, the correspondent discovered that two of the lobstermen, Jerry Look and Norman Smalley, being dissatisfied with their scores and blaming the balance or weight of the shoes, seized them in a fit of anger and twisted them all out of shape, breaking some and damaging the rest beyond repair.

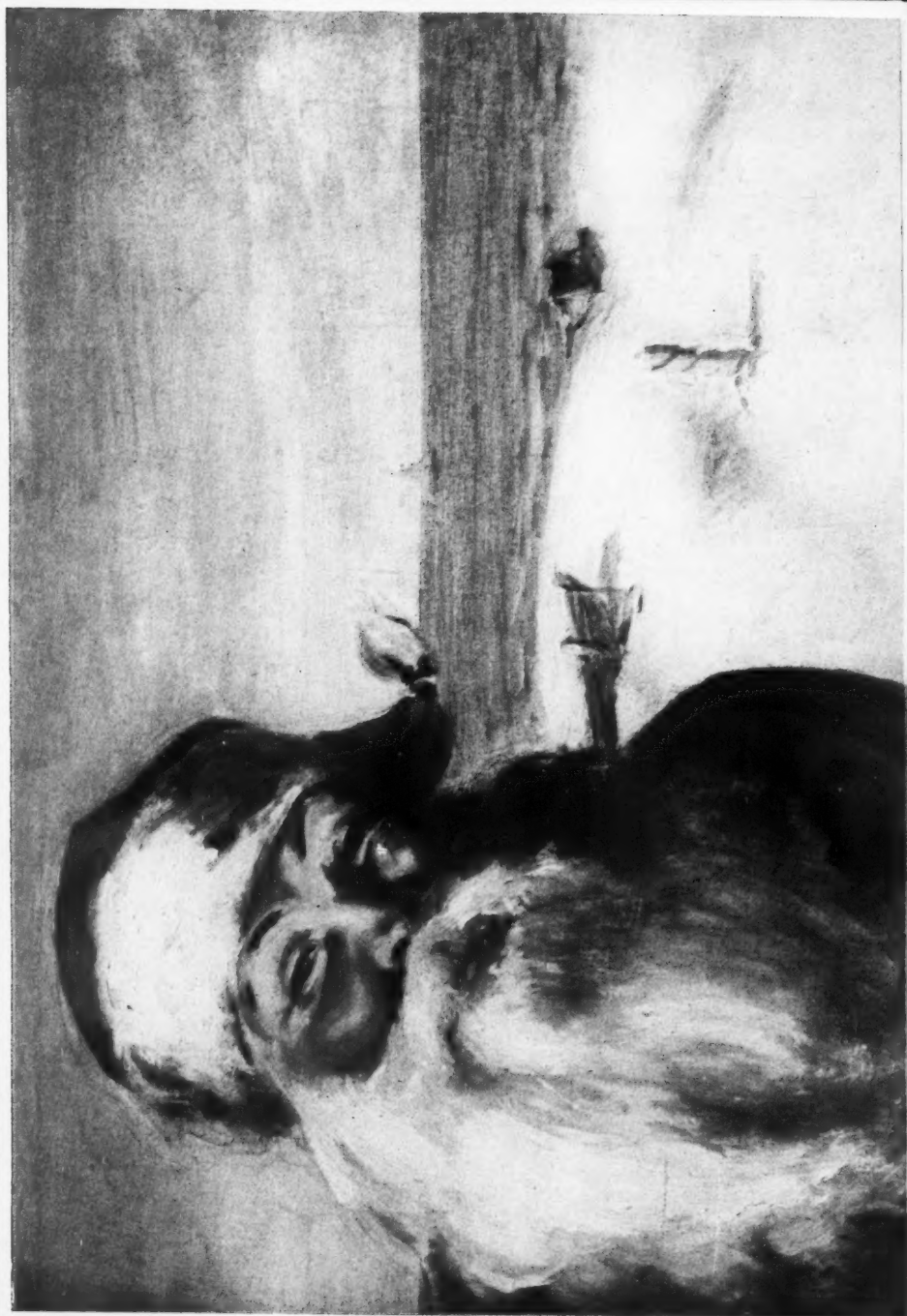
After recovering from the shock, the gang chipped in and ordered a set made from battleship armor-plate, which they are now using and they are not only ready to challenge all comers at pitching, but they have announced that if there is any strong-armed geezer on the coast who opines that he can tie knots in horse-shoes, he might drop around and have a little tryout with Jerry and Norman.

Perhaps the most comical happening that has occurred this season was the recent search that Capt'n Donald Poole conducted when he lost his pipe. Offhand, this may appear like a trivial incident, but it assumed serious proportions at the time.

Donald is a persistent cuss, as all hands know and when he missed the pipe he was seated in his own fore-castle, gamming with Capt'n Norman West. When he had looked through his pockets, the boat, bait-house and surrounding area, he began to lose his temper and that was when things started to happen. There is a low bluff running along one side of Menemsha Creek Basin and the water cannot be seen from above at that point. All that astonished observ-

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ATLANTIC FISHERMAN, DECEMBER, 1929



AMCO FISHERMAN'S ROPE

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"We extend to you the compliments of this Holiday Season and our very best wishes for a happy and prosperous 1930. We hope that you will make a New Year's resolution to use Amco Fisherman's Rope next season—it will save you money and thereby help to make you happy and prosperous—but anyway, Merry Christmas."

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By J. R. Leonard

THE conservation commission of the State of New York have announced that the past season has been the poorest lobster season in the history of the state. This statement will be readily agreed to by all of the lobstermen on Long Island. The yield has been so lean that buyers have been forced to import lobsters to satisfy the local demand alone. For the past three years the lobster fisherman has set his pots with the knowledge that his fare was decreasing, but hoped that he might be wrong.

Handliners at Plum Gut reported good tautog fishing until the third week in November. This fish had left the inner bays almost entirely, previous to this. Trapfishermen are finishing up their season now, as the fish are very scarce. Last year about this time E. Marion trapfishermen were reaping a harvest in butterfish. This year there are practically none. Flounders struck in lightly about the last of October and of fairly good size, but owing to the prevailing warm weather at this time the numbers did not increase to the extent that would make dragging worth while. A few beam trawlers have been fishing out of Promised Land with indifferent success. Some of the fishermen have given up dragging temporarily, and have gone handlining for cod off Montauk. Fishermen off the south shore have done fairly well, setting trawls for cod fish, considering the warm weather. The fish so far have not been very large. It needs a cold snap to send the fish in from deep water, and at this writing the mercury has just about hit the freezing point.

It has been reported that Edwin Tuthill, of Montauk, recently caught a striped bass weighing 48 pounds, and his brother-in-law caught one weighing 41 lbs. These are the kind of fish the sportsman would love to hook on his casting rod. Frank J. Tuthill spent a week on Gardiner's Island, on the fishing grounds where he spent many a hard worked day. He sold his business to his grandson, Frank



Scallopers in the creek at New Suffolk, Long Island.

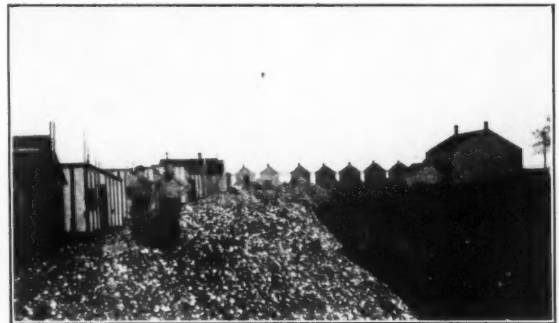
T. Eldredge, a few years ago. This was a very pleasant visit to Mr. Tuthill, looking over familiar scenes and pleasant remembrances.

Scalloping on the eastern end of Long Island is the busiest branch of the fishing industry. In some localities the profit is greater than others. This is due mostly to the size of the stock. Upper Peconic Bay scallops are mostly small, some opening up as low as two quarts to the bushel. Shelter Island Sound scallops are opening much better, and some are yielding one gallon to the bushel. The price varies with the buyer and the size of the stock. Some buyers are paying \$4.50 a gal. for large scallops, and three dollars for small. At any rate the scallopers in the upper Peconic Bays are gathering thousands of bushels, as can be plainly seen by the piles of scallop shells in the rear of

the opening houses. This industry gives employment to hundreds of men, women and children, opening this delicacy. I would have liked to have an opportunity to take a picture of the scallop fleet when nearly all of them are together; but that is usually when the camera is home. The accompanying pictures show only a few of the boats. The others are off at work, and are too scattered to make a showing in a picture.

The Greenport Basin and Construction Company at Greenport are busy on a 52 ft. cabin cruiser for a New Yorker. This craft is to be displayed in the coming Motor Boat Show in New York this winter.

The four-masted schooner *Katherine May*, of Nova Scotia, is now moored at the Main Street dock in Greenport, loaded with 30,000 bushels of seed potatoes from Prince Edward Island. Part of the cargo is to be unloaded there, when she will leave for Sag Harbor to unload the balance. The



Two youthful openers, and piles of scallop shells in rear of opening shacks, New Suffolk, Long Island.

Katherine May is a four-masted wooden schooner, 192 ft. long and 820 tons net. She was built in 1919 by the Bangor Ship Building Corp., and is commanded by Capt. Louis Vatcher. Her trip was 13 days from Sunny Side, P. E. Island to Greenport.

A delegation from the village of Sag Harbor, headed by the Mayor, paid a visit to its parent town of Southampton, to ask for an appropriation to repair the public dock west of Long Wharf. This has been needed for a long time as the dock is rapidly falling apart. The Sag Harbor Yacht Club has just finished another 50 ft. addition to its pier.

The next meeting of the Bays and Harbors Committee of Suffolk County is to be held in Greenport on Nov. 26th. At these meetings matters pertaining to anything beneficial to the fishing industry and to navigation aids are thoroughly discussed.

On Sunday, Dec. 1st, Rev. F. K. Shepard, of the Baptist Church of E. Marion, will give another of his interesting fisherman's services. Mr. W. Fellows Morgan, president of the Middle Atlantic Fishermen's Association, and John Matthews, secretary of the Association, will be present.

Thomas F. Farrell, Commissioner of Canals and Waterways, has been asked to provide an additional appropriation in the state budget for 1930, to carry on further improvements to the Shinnecock Canal, of a permanent nature. A request in writing has been filed for an appropriation to provide for sheet-piling on both sides of the canal between the railroad bridge and the locks. Also for further deepening and widening the entrance to the canal in Peconic Bay and the protection of the entrance by substantial jetties, and a complete modernization of the locks with power winches. This work is estimated to cost more than \$100,000. The State Dept. of Canals have done considerable improvement work last summer in dredging out the shoals in the canal, and at its entrance in Peconic Bay. The locks also have been repaired. This work has cost approximately \$15,000.

William Dunn, fifty-five, captain of barge No. 143, of Burns Bros. Coal Co., was drowned November 16th when he fell overboard while stepping from his barge to another, while going ashore at W. 20th St., and Coney Island Creek, Brooklyn. Captain Edward Carmon, of another barge, attempted to rescue him. He recovered the body after diving for ten minutes.

Extension of Sick Mariners' Fund

A Benefit to Guysboro County Fishermen

By Cecil Boyd

WHATEVER else it may have caused, the fishermen's agitation, which, somewhat over two years ago, boiled up in this section, with Canso as its starting point, and came to a head in the appointment of the Royal Commission, brought in its wake, one good practical result, which may be worth a word or two. I refer to the extension of the scope of the Sick Mariners' Fund to cover a much larger number of our shore fishermen than formerly. Previous to last year only craft of ten tons and upward received the benefits of this Fund, administered from Ottawa. The registration of such sized craft was compulsory, and to come within the scope of the Fund, a fisherman must be operating in a registered boat. None under ten tons were registered at that time, it being generally believed, though mistakenly, as it turned out, that they could not be.

When the local fishermen began to voice their grievances in the summer of 1927 this, though not the chief, was one of the agitating questions. It was felt that fishermen plying their hazardous occupation in boats under ten tons should be placed on an equal footing with their brothers working in larger ones, in obtaining this very helpful aid in time of sickness or accident, and at the big mass meeting held in July of that year, one of the four resolutions then passed unanimously was worded as follows:—"Whereas, crews of fishing boats under tonnage of ten tons do not enjoy Sick Mariners assistance in case of sickness or accident, and Whereas, such fishermen do not come under the operations of the Workmen's Compensation Act; Therefore Resolved, that the Department of Fisheries be requested to investigate this matter and develop a scheme whereby such fishermen can qualify."

When the matter was placed before the Department at Ottawa, it was found that, while the registration of boats of ten tons and upwards was compulsory, that of the smaller ones was quite in order, it being optional on the part of the owner. No doubt, as registration had always meant the expense and trouble of measurement, and the obtaining of a number of documents, and also made necessary certain formalities in all future changes of ownership or other transactions concerning the registered craft it had become so long a custom not to bother registering boats under the compulsory limit, that in course of time it had become the general belief that such small boats were not eligible for registry.

However that may be, advice was received from Ottawa that there was nothing in the regulations to prevent such registration, so long as all the requirements of the law were fulfilled, and once registered they could become eligible for Sick Mariners Benefits by paying the required fee of \$2.00 per year.

As already remarked, there are quite a few preliminaries to getting a register. First of all, the boat must be measured by the measuring surveyor, then the application for registry made, accompanied by a number of documents, including a Builder's Certificate, and a name satisfactory to the Department at Ottawa. It was feared that the Builder's Certificate particularly, would in many cases be very difficult to obtain as many of the small craft had been built in other parts of the Province a number of years ago. Except in one or two cases, however, this difficulty did not prove as great as had been anticipated, causing only some delay.

After it became known that the small-boat fishermen could qualify under this Fund, the Canso fishermen concerned began gradually to put themselves in a position to take advantage of its benefits. A little slowly at first, but as soon as one or two of the early ones suddenly, through sickness or accident, reaped some decided benefit from it, others began coming in, and up to date some have been, or are at the present time in process of being, registered, so as to be able to qualify.

Offshore fishing, like other kinds of fishing, is not among the safest or easiest of callings, and besides the everyday ills that all flesh is heir to, there are daily risks of accident or illness of certain kinds. It is remarkable how many of those, in this vicinity, who have come within the scope of the Fund through this extension, have already re-

ceived substantial benefit thereby. Some have only required local medical advice from the port physician, while others have received expensive hospital treatment. For instance, one young man had only come under the Fund a few days when he happened, as a result of sticking a hook in his finger or from some similar mishap, to be threatened with blood poisoning, and was only brought back to health by a lengthy period of hospital care. If he had still been outside the scope of the Fund, this would have proven a heavy financial burden to him. Altogether, in the year or so that this extension has been in force, a great deal of practical good has resulted right in this town and vicinity. It would be well for shore fishermen along the other sections of the provincial coastline to embrace the opportunity now afforded them, for so far as I am aware, this privilege has not been taken advantage of very much outside of this district.

Canso District News Letter

THE month of October was a bad one for our local fisherman. The adverse conditions, which I reported in my last month's notes as prevailing up to the date of writing of that report, continued right through to the end of the month. November, however, has brought a welcome change, and the fishing fleet has done much better. The weather has been of a vastly improved character, permitting the boats getting out most of the time. Those pesky varmints, the dogfish, have gone their way, and cod-fishing was good. The week beginning November 4th was particularly good. Most of the boats that week did not miss a day out on the grounds, although one or two days all of them did not set their complete amount of gear, through a little uncertain east to the weather. Good fares were brought in, too. The gas schooner *Nelson L.*, the largest of the Canso shore boats, brought in between 40 and 50 thousand pounds for the week.

Recent fishery reports, which are broadcast daily, have shown a raise in prices in most parts of the Province. At Yarmouth and other western ports the price paid to the fishermen for steak cod has gone up to \$2.75 per hundred pounds, and at Halifax, \$3.00 is the reported price. Efforts have been made here by the local Federation to effect an increase from \$2.50, the present local price, but so far without success. The fishermen are still hopeful, however, that there will be something doing in this way before long.

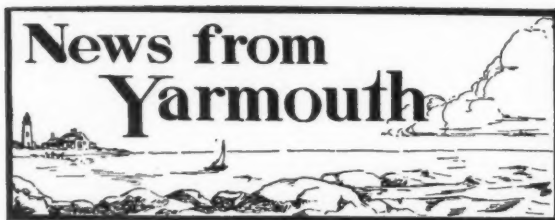
For several days, from the 8th to the 12th of November, there was a very welcome run of mackerel along the coast here. After wearily waiting all the fall, many of the local netters and trappers were rewarded with big hauls. Some got as high as five or six thousand the first day of the run, and smaller catches were taken during the few following days. Six cents a pound was the price paid here to the catchers. Good hauls were also made at Louisburg and some other points on the Cape Breton shore.

The Gloucester schooner *Constellation*, Captain Waldo Carigan, down this way looking for mackerel, was in port at Canso the first of November, to land a sick man, Charles Oakes, the cook. At the time of his arrival here, Capt. Carigan had not taken any mackerel.

The *C. G. S. Arleux*, Captain Cousins, is now stationed at Canso for the remainder of the fall and winter haddocking by the shore boats, which ends along in January. While here, it will be her duty to act as Mother Ship to the fleet, a valuable service, which has been provided for the shore fishermen of this district for a number of years past. In the event of sudden storms or accidents, the *Arleux* is at hand to render any possible assistance in searching for missing boats, aiding them in making port, or otherwise.

The rather stringent regulations in regard to operations of beam trawlers in Canada, which have been issued by the Department at Ottawa since my last letter, have naturally met with varied receptions by those immediately

(Continued on Page 35)



By the Lurcher

CAPT. and Mrs. Alden C. Patten, who spent the summer at Lake Annis, Yarmouth County, have returned to their home in Brooklyn, New York. Capt. Patten was for many years in the employ of the Mallory Steamship line between New York and Galveston and for a long period was in command of the steamship *El Coston*, but a year ago, owing to failing health, he was obliged to retire.

Capt. Walton Peters, master of the American-France line steamship *McKeesport*, recently spent a short vacation with his mother, Mrs. James Ruggles, at Lockeport, Nova Scotia, and with his brother Capt. Emory Peters, in Yarmouth. He has since returned to New York to rejoin his ship.

The Fish Hatchery established about a year ago at Lake George, Yarmouth County, by the Department of Marine and Fisheries, Ottawa, is proving to be a very important factor in the restocking of the inland lakes and rivers, of Western Nova Scotia, with trout and salmon. During the past season approximately 2,000,000 trout and 1,000,000 of salmon fingerlings were liberated in various waters in Annapolis, Digby, Yarmouth, Shelburne and Queens Counties. The hatchery has an admirable situation for such a plant but owing to the demand which has been made upon it it has been found quite inadequate to meet it. In consequence the work of practically doubling the size is now going on by the building of several more out-of-door ponds. Even with that addition Superintendent Hovey Gates feels that there will in the spring be little room to spare as the hatchery now has in its troughs over 2,000,000 salmon spawn. A very large proportion of this lot was taken from salmon caught last summer in the mackerel traps off this coast and placed in Allen's Lake until spawning time when they were netted, the spawn taken from them and the fish again released in the lake. The spawn was all carefully handled and taken to the hatchery where the experiment shows excellent signs of being most successful.

The fine cruising yacht "*Q*" owned by Capt. J. E. Kinney, Superintendent at Yarmouth for the Boston and Yarmouth Steamship Company, Limited, has been laid up for the winter in the southern section of Evangeline Basin. Capt. Kinney has had a most enjoyable summer with his yacht and has afforded many persons most delightful deep sea fishing trips.

Capt. Jesse Peters who for the summer was yachting out of New York and other United States ports recently passed through Yarmouth from Boston en route to his home at Westport, Digby County, where he will spend the winter with his family.

Capt. J. E. Kinney, recently spent a week end in Boston and while there attended a meeting of the directorate of the Boston and Yarmouth Steamship Company, of which concern he is one of the directors.

Capt. Edwin Nickerson, who during the past season skippered the Boston fresh fishing schooner *Ingomar*, recently arrived in Yarmouth by steamship from Boston and proceeded to Woods Harbor, Shelburne County, to spend the winter at his home there.

Capt. Frank W. Andrews has returned from a three weeks' visit to Boston and other cities.

The ocean going tug *Foremost 43*, Capt. Charles Rush, recently purchased in England by the Saint John, N. B., Drydock and Shipbuilding Company, was in Yarmouth a few days ago and was the largest and most powerful vessel of that description which has entered this port for many years. The ship is fitted with engines capable of developing 850 horsepower and the *Foremost 43* recently arrived at Saint John, N. B., with a tow of barges from New Orleans and made the passage in fourteen days and seven hours with one stop at Norfolk for fuel. The tug on its recent visit to Yarmouth brought a large scow which was taken from here by another tug to Halifax.

With the excellent weather which prevailed the first few days of this month the boat fishermen, out of Yarmouth, particularly preceding Thanksgiving Day, did exceptionally well

in the fresh fisheries. Some of them stocking as high as eighty and ninety dollars per day. Boats out of Clark's Harbor during the same period also did well. They struck a few days of excellent halibut fishing and the larger boats stocked well into the three figure mark.

The Dominion Government steamship *Dollard*, Capt. Bayers, was recently in Yarmouth from Saint John, N. B., and en route to this port replaced the Grand Passage bell buoy which for some days previously had been out of commission.

The death took place a few days ago in Lynn, Mass., of Capt. Robert MacCormack, one of Yarmouth's master mariners who sailed the seas, with good success, in the days of the "Wooden Ship and Iron Men." Starting when only a youth Capt. MacCormack soon climbed the ladder to an officer and then master and sailed in the employ of the Lovitts of this port. Later he went to the United States and up until about ten years ago sailed ships under the United States flag. Retiring Capt. MacCormack went west where he remained until a short time ago when he returned to Lynn and has since made his home with his niece, Mrs. Robert Campbell, where he passed away.

The Dominion Government lightship *Lurcher*, Capt. N. C. Larkin, which was in port for several weeks undergoing its annual repairing, renovating and painting, returned to its station at the mouth of the Bay of Fundy on the 12th inst. While in port the ship underwent many changes all of considerable importance to master mariners making into the bay. Possibly chief among these was the alteration to masthead lights, which were always a fixed white light, are now occulting white lights. This change has been agitated for some time by master mariners as it was quite possible to get the fixed light confused with those of a steamship underway. The *Lurcher* also received a complete new wireless outfit and a latest type of radio beacon. The latter, when the ship left port was not in commission owing to the fact that the batteries formerly used for the beacon were not of sufficient power to operate the new plant. Larger and heavier batteries were to be supplied after the ship went to sea.

Two Clark's Harbor, Shelburne County, men, named Atkinson, a few days ago had an experience which they will not soon forget, while one of them had a remarkably narrow escape for his life. They were out in a single handline dory fishing from one of the large power boats used at that place. They had secured two large halibut and had them in their dory. Hooking a third they were unable to place it in their little skiff and lashed it to the gunwale. Shortly after they had a fourth halibut and in hauling it in they capsized their dory and both men were thrown into the sea. Both wore oilclothes and the big boat from which they were fishing quickly bore down to the spot where the men went over, but only one was in sight and he was quickly rescued. The day was clear, the sea perfectly smooth, yet not a sign of the other Atkinson could be seen anywhere on the surface of the sea. Another large boat the *Friendship*, Capt. George Kenney, was also fishing near by and the captain seeing the accident started for the scene to render assistance should it be necessary. As Capt. Kenney steamed along to where the other boat was, he perchance looked over the side of his boat and as he did so he saw the body of a man floating face downward about two feet below the surface. Hastily Capt. Kenney grasped a gaff which was in his boat and, as hastily, he thrust into the water just in time to hook the man by the oil clothes and haul him to the surface and into his boat. It proved to be Atkinson and when he was thrown from his dory the air had got under the back of his oil jacket and held him in the position in which he was found. It, despite his efforts, prevented him from turning on to his back or getting his face above water. When Kenney rescued him he had been under water for several minutes and was practically dead, while it was only through the very strenuous efforts of Capt. Kenney and his men in rendering first aid that life was restored and Atkinson taken safely to land.

The death of Capt. Osborne Crowell, took place on the 9th inst., at Brass Hill, Shelburne County, after an illness of about ten days. He was seventy three years of age and had only recently returned from the United States where he had been engaged in yachting.

The handline schooners *A. W. Longmire*, Capt. Simon Muise, *Cupola*, Capt. Andrew d'Eon, and the *Courtney*, Capt. William Atkinson, are doing well out of this port this fall and are making weekly trips. They are landing fares ranging from 20,000 to 35,000 pounds of fresh fish each and are also bringing in a few halibut. The fish are being purchased by the firm of Austin E. Nickerson, Limited and Laurence Sweeney.

Maritime Provinces to Develop Scallop and Oyster Industry

Lunenburg Fishing Fleet's Catch for the Year

By H. R. Aronburg

TWO boats, which it is believed, will be of great assistance to the fishing industry of the Maritime Provinces, are being built by the Lunenburg Foundry Company, Limited, whose tender was accepted by the Department of Marine and Fisheries at Ottawa. The craft, of special design, are generally referred to as a scallop dredge and an oyster dredge.

Under the direction of W. A. Found, Deputy Minister of Fisheries, these two craft will be used to improve fisheries along parallel lines with assistance rendered to agriculture throughout the country. Mr. Found explains that there has been a decline in the production of oysters and scallops and excellent opportunities appeared to exist for more adequately supplying the large market for these mollusks.

Scallops are known to exist along the Atlantic coast line in certain localities, but it is believed they may be found in many other areas. In order to ascertain, therefore, the possibilities for developing this special industry, a boat will be sent out to explore all areas in which it is likely this species of shell fish thrives.

The oyster dredge is of a slightly different character and replaces a vessel that is at present performing rather ineffective work along the coasts of the Maritime Provinces. One of its duties will be to clean up the oyster beds that have become depleted and where disease has caused the death of oysters. Malpeque Bay, once the famous oyster bed in this country will be carefully dredged and all material prejudicial to the healthy growth of the oyster removed.

For the bulk of Lunenburg's fishing fleet, the 1929 fishing season is completed and the schooners are being stripped and anchored in their winter berths to await the coming of spring. The 1929 season was not productive of so great a quantity of fish as last year, there being some 17,000 quintals less landed than in the season of 1928. The total catch for 1929 was 208,700 quintals and for 1928, 225,775 quintals. The value of the 1928 catch was valued at approximately two million dollars, and unless a very high price is received for the summer catch for this season the financial returns will be materially less this year, as the frozen baiting and spring fish sold for approximately the same prices in both seasons, and the shortage of fish landed occurred on the summer trip.

The quantities of fish landed and the prices obtained for the catch in the years 1926, 1927, 1928 and part of 1929 is as follows:

	Quintals	Price Frozen Baiting Trip	Price Spring Trip	Price Summer Trip
1926	343,530	\$5.00	\$5.50	\$5.50
1927	227,300	6.35	5.80	7.00
1928	225,775	7.50	8.00	9.00
1929	208,700	8.00	7.50	Unsold

The 1929 catch by schooners for the three trips during the season is as follows:

Schooner and Captain	Frozen Baiting Trip	Spring Trip	Summer Trip	Total
Harriet and Vivian,				
William Deal	600	900	2,900	4,400
Besemer, Thomas Himmelman		1,500	2,700	4,200
Ronald George, Dan Romkey	600	900	2,700	4,200
C. A. Anderson, Dan Mosher	550	1,000	2,500	4,050
Marguerite Tanner,				
Angus Tanner		1,200	2,800	4,000
Autauga, Arnold Parks	700	1,200	2,100	4,000
Lucy Corkum, William Corkum	500	1,200	2,200	3,900
Mazwell Corkum, Leo Corkum	500	1,100	2,200	3,800
Pauline Winters, Henry Winters	500	1,200	1,900	3,600
Mona Marie, Lemuel Ritecy	500	1,000	2,100	3,600
Progressive II, Carmen Knock	600	800	2,200	3,600
Marjorie Backman,				
James Gosling		1,500	2,100	3,600
Jean M. Madelyn, Fred Deal	500	600	2,400	3,500
Delawana II, John Smith		1,150	2,350	3,500
Haligonian, Moyle Crouse	500	1,100	1,900	3,400
Mary Pauline, Atwood Parks	600	900	1,900	3,400
Palitana, Frank Meisner	400	800	2,200	3,400
Marion Gladys, John Mosher	550	1,100	1,700	3,350

Marshall Frank, Frank Risser	500	900	1,950	3,350
Pan-American, Edward O'Neil	650	650	2,300	3,300
Elizabeth Ward,				
Freeman Corkum	450	1,100	1,750	3,300
General Haig, Newton Backman	400	1,000	1,900	3,300
Isabel Spindler, Willett Spindler	550	900	1,800	3,250
Robert J. Knickle,				
Clarence Knickle	550	1,000	1,700	3,250
Nina W. Corkum, Foster Corkum	650	1,050	1,500	3,200
Douglas Mosher, Leo Lohnes	350	800	2,000	3,150
Freda Himmelman,				
Robert Gerhardt	700	800	1,600	3,100
Jean M. Smith, Albert Selig	600	1,000	1,500	3,100
Grace P. Brown,				
Grenville Tanner	650	700	1,700	3,050
Mary E. Hirtle, E. Cleveland	550	700	1,800	3,050
C. J. Morrow, Abram Cook	500	950	1,600	3,050
Clara B. Creaser, Henry Creaser	750	750	1,500	3,000
Daisy Marguerite, Napean Smith	500	800	1,700	3,000
Blunose, Angus Walters	400	900	1,700	3,000
Harmona, Aubrey Oxner	550	800	1,600	2,950
Neva Belle, Kenneth Wentzell	450	800	1,650	2,900
Marion Belle Wolfe,				
Arch White	100	800	2,000	2,900
S. B. Hirtle, Fenton Tanner	700	750	1,400	2,850
Bernice Zinck, Foster Lohnes	500	950	1,400	2,850
Marie Spindler, Roy Spindler	450	950	1,400	2,800
Madelyn Hebb, Fred Tanner	400	800	1,600	2,800
Marjorie Hennigar,				
Charles Clarke		1,000	1,800	2,800
Grace Boehner,				
St. Clair Tanner	500	600	1,600	2,700
Alsatian, Harold Corkum	575	700	1,400	2,675
W. E. Knock, Calvin Silver	500	600	1,500	2,600
Margaret K. Smith,				
Harry Demone	400	700	1,500	2,600
Partana, Guy Tanner	550	300	1,700	2,550
Democracy, Lawrence Zinck	500	900	1,150	2,550
Gilbert Walters, John Walters	600	400	1,500	2,500
Agnes J. Myra, Clarence Myra	550	550	1,400	2,500
Hermada, Cecil Walters	500	600	1,400	2,500
Manauga, Napean Crouse	600	600	1,200	2,400
Nina M. Conrad, Lemuel Conrad	500	800	1,100	2,400
John H. MacKay,				
Ornan Mossman			2,400	2,400
R. M. Symons, Calvin Tanner	600	850	900	2,350
Mark H. Gray, Douglas Lohnes	500	650	1,200	2,350
J. E. Conrad, Gordon Corkum	400	650	1,300	2,350
Beatrice Beck, Abbot Beck	300	600	1,400	2,300
Glacier, Morris Zinck	500	800	900	2,200
Vera P. Thornhill,				
Bernard Sarty	400	800	1,000	2,200
Pauline E. Lohnes	400	800	1,000	2,200
Marion Elizabeth, John Westhaver		900	1,300	2,200
Sigrid Amanda,				
Harold Jorgensen	500	500	1,200	2,200
Annie B. Gerhardt, Willis Parks	500	650	1,000	2,150
Bertha W. Walters, Titus Conrad	450	800	800	2,050
Francis Spindler,				
Irvin Spindler	300	500	1,200	2,000
	30,125	55,150	110,950	196,225
Handliners				
Eva U. Colp, Maynard Colp		375	2,600	2,975
Rez Perry, William Fralick		250	2,250	2,500
Isabelle J. Corkum, Eric Corkum		400	2,000	2,400
Robert Esdale, Robert A. Mosher		400	2,000	2,400
Gloria May, Irving Corkum		300	1,900	2,200
	1,725	10,750	12,475	

Average per trawler, 2,973 quintals.

Average per handliner, 2,495 quintals.

Grand total catch for the 1929 season, trawlers and handliners, 208,700 quintals.

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Big Year for Lobster Fishermen in Northumberland Strait

The St. John Section

By M. E. McNulty

THE gross catch of lobsters in Northumberland Strait this year has been heavier than for any year in ten years, has been the verdict after a survey of this fishery. During the fall season about \$400,000 worth of live lobsters were shipped to the Boston market from Point du Chene alone. The demand was very keen, with buyers for all the large lobsters that were caught. At Point du Chene the most attractive price along the strait prevailed, whether on the New Brunswick or Nova Scotia shore of the mainland or on the Prince Edward Island shore. At one time the Boston buyers were paying 35 cents a pound for the big lobsters and shipping them immediately to Boston. When the season closed the price being offered was 28 cents a pound. Elsewhere along the strait the price for the shipping lobsters went as low as 15 cents per pound. The demand for the small lobsters from the canneries along the strait, of which there are many on all the shores, was better than usual and the price was also better than usual, going up to 7 cents a pound. At one time the price was 6 cents. Big motorboats were used by the Boston buyers who also represented New York firms, in some cases, to tour along the coast every day and collect lobsters at each of the fishing ports visited. At least a dozen of the lobster fishermen found their profits for two months of the fall fishing in the lobsters to be around the \$1,000 mark. Over 100 of the men profited around \$500 for the two months.

J. Bennett Hachey of West Bathurst, who has been one of the biggest producers of smelts in the maritime provinces, has been devoting considerable attention to developing the oyster fishery along the north shore of New Brunswick. Mr. Hachey has been producing oysters at the Caraquet beds and also at Tabusintac and Bay du Vin. He has been looking over these three different sets of beds, and is convinced it is possible to increase their production. He has gathered a small yield of the oysters during the fall, and has been selling them at his West Bathurst headquarters. Incidentally, Mr. Hachey is also preparing for a big season in smelts, the fishing of which in large quantities will start as soon as the ice is solid enough to hold the fishermen, their shacks and equipment as well as the horses and sleds used to haul the catches to the land. Mr. Hachey has been shipping very heavily each winter to the Boston and New York markets, in the smelts, which he packs in wooden boxes at West Bathurst. Indications are for a firmer demand than ever for the smelts from Boston and New York.

The Frank Pearce Company, with headquarters at Gloucester and a branch at Brier Island, recently took a big load of pickled hake from Grand Manan, the shipment being made by J. E. Gaskill in his schooner, *Kathleen and David*.

Rosecoe McNeill of Chocolate Cove made strenuous attempts to gather in a supply that was worth while of pollock before the season closed. He toured the islands of Deer, Campobello and Grand Manan but was unable to obtain more than about 50 quintals. A year before he had little difficulty in buying several hundred quintals, without going beyond Deer Island.

The fishermen of Grand Manan have lost thousands of herring through the silver hake chasing the herring into shallow waters where they have been left on the beaches and rocks by the tide. The gulls then did their work on the herring.

Ned Calder of Campobello had one of his best hake fishing years in Quoddy waters. His wish was that the pollock had been one-third as plentiful as the hake. The demand for the hake, fresh, dried or pickled has not been good. Mr. Calder makes his home at North Road on the island. His brother, Fisheries Inspector John F. Calder, lives at Welchpool, on the island.

Donald Pendleton of Lambertville, who died quite suddenly in a Portland hospital, was the youngest son of Mrs. Theresa and the late Calvin Pendleton of Lambertville. His father was a veteran fisherman and the sons all fol-

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Best Fall Season in Many Years for Digby Fishermen

Digby Doings

By "Mac."

THE fishermen here have been enjoying the best fall fishing season in ages. Weather conditions have been unusually favorable—from the 28th of October up until the 16th of this month, excepting Sundays, every day but two have been fishing days, and such days they were.

From every section of the country all kinds of fish commenced to pour into the packing houses. Haddock, however, made up the bulk of the catch, and for a period of over two weeks the boats averaged 2200 a day in some sections. 3500 and 4000 pounds were not unusual, and haddock have been fetching anywhere from \$2.00 to \$2.50 a cwt. Fish were being taken in such large quantities that the fishermen were doing better with lower prices than they did earlier in the year when prices were much higher.

During a slump in the fish catch the packing houses had cut down their staffs, and when the big rush came they were at their wits end to get men to handle the enormous quantities of fish that were coming in daily. Their staffs doubled and in some cases trebled, and they have been working overtime in order to take care of the fish.

Fishermen who had hauled their boats up for the winter put them back in the water again, and others who had been employed by other occupations are now fishing. It is hoped that this extraordinary run will continue for some time to come.

Most of the haddock received are being made up into the kind of finnan haddies Digby County is famous for. Practically no fresh fish are being shipped, but with a few days of slack fishing the fresh fish market will likely come back to normal. The two fish collection boats, plying between Digby and the Islands are loaded to capacity each trip.

The new ways for runways on the beach at Gulliver's Cove are now in operation. The ways were built under the instructions from the Federal Government, and run from the low water mark well up on the beach. They are 400 feet in length and 20 feet in width.

Oxen now serve as the motive power for hauling the boats up on the beach, but a requisition has been sent in for a gasoline engine and cable, the same to be furnished by the Department. The fishermen themselves will supply the cost of operating the same.

Before the ways were constructed the fishermen experienced great difficulty in getting their boats hauled up from the beach, and many times were forced to leave the boats to the mercy of a sudden storm. The section of the beach now served by the ways is exposed to north east gales, but with such improvements in the matter of hauling, that it is an easy matter to haul the boats to safety.

This action is the result of an investigation carried on some time ago in Digby, when the Royal Fisheries Commission, with Hon. A. K. MacLean as Chairman, interviewed the fishermen who were delegated to attend the convention. The fishermen representing sections of Digby Neck and Gulliver's Cove made a strong representation to the committee that some system be arranged whereby the boats could be hauled up from the beach by engine power.

While we are saying a few things about the new Gulliver's Cove fish ways, we might just as well take time to say something about the village itself.

Gulliver's Cove (its original name was Gulliver's Hole) is a settlement comprising eighteen comfortable homes—a typical farmer-fisherman settlement, it and Cullogen are the only settlements of any size wholly on the Bay of Fundy side of the Digby Neck.

The settlement is about two miles from the village of Rossway, where is situated the nearest school and churches. About four years ago, Gullivers was practically deserted, at least one half of the houses were empty—today there are only two empty homes in the village, due largely to the efforts of E. M. Robertson's plant there.

We are told that if another 300 feet were added to the breakwater there, the population of that village would equal that of the larger villages on the neck within a com-

paratively few years, for it is off of Gulliver's Head that most of the boats from Digby Gut to Sandy Cove do their fishing, and during the present scallop fishing season, most of the scallop fleet are fishing off that point.

Gulliver's Cove, only twelve miles from Digby, is one of the most picturesque little places in the county, but one is surprised at how few Digbyites have enjoyed the scenic attractions of that village, due to the fact that it is a couple or so miles off the main road.

The scallop fleet has diminished somewhat this season, but the boats engaged in this business are perhaps meeting with slightly fairer success than they did last year.

At Sea Wall, the weir fishermen have commenced to take up their weirs for the season. They have not had quite as good a season as usual, due to the fact that they were a little late in getting their weirs down in the spring, they missed a big school of large mackerel and herring that were in the Saint Mary's Bay a fortnight before they were ready for them. However, they made well on the fall mackerel catch, and more than broke even with bait herring during the summer months, so they are not complaining.

Wishing the editors and readers of this interesting magazine a Merry Christmas and a bright and prosperous New Year.

The Vineyard Fishermen

(Continued from Page 21)

ers on the hill could see was a cloud of objects sailing into the air and dropping over the countryside. A cartload of coiled buoy-lines would sail aloft, followed by half-a-dozen nested trawl-tubs and perhaps three or four oars and a skiff or two. Lobster-pots, buoys and drift-wood all joined the mass of moving objects and everyone declared that some kind of a noiseless explosion must be taking place. After moving just about everything along a quarter of a mile of beach, Donald found the pipe in his mouth and the echoes of laughter that followed shook the woods and hills for three days after.

The otter-trawler *Naomi Bruce*, was burned and sunk in Muskeget Channel, between the Vineyard and Nantucket. It happened on November 20 as she was bound out to drag for haddock. One of her gasoline engines back-fired and set the entire engine-room on fire and after trying in vain to extinguish the flames, her captain, Manuel P. Canha and his two men, Raymond and Joseph Authier, dropped their dory over the side and left her.

Captain Canha is one of the Island's youngest skippers, if not the youngest, being but twenty-four years old this month. The *Bruce* was his first boat, he having purchased her last March. The *Bruce* was fifty feet overall, registered for eighteen tons and was powered with two forty-horse gasoline engines on separate shafts. Although there were over three hundred gallons of gas in her tanks there was no explosion.

Fishing Notes from Maine

(Continued from Page 20)

scallops in Penobscot Bay, and is doing well. After the best of the season she will go to New Bedford, and fish off Block Island.

Higgins Bros. smack of Boothbay Harbor, loaded a large cargo of lobsters from Stenger's wharf at Friendship, and sailed with them for Portland.

Capt. Cleveland Burns of Friendship, in the *Friendship* will go beam trawling this winter.

Charles Cushman has returned to Friendship from New Bedford, and is going lobstering.

Charles Wallace, Leland Delano and Charles Sylvester, of Friendship are clamming at Pemaquid Beach for Burham and Morrill, and are getting lots of clams. The factory is taking all the clams it can get.

Capt. Floyd Wotton has gone to Boston with his smack.

A small fleet of scallopers is operating in Western Penobscot Bay and reports fairly good catches, and scallops are again on the menus at Rockland.

Capt. Thomas Greenlaw of Calais, is rebuilding a fishing boat for New York parties.

The Chas. A. Morse shipyard at Thomaston, is building a new dragger for Foley and Mitchell of New Bedford. It will be a sister ship to the *Wamsutta*, about seventy tons gross and will have a 170 h.p. Diesel engine. The owners are Capt. Sandy Smith and John M. Hathaway of New Bedford. They will put Capt. Jim Croley in command.

At the Damariscotta yard of J. D. Morse, Captain Manta, of Provincetown, is having built a ninety-seven foot dragger. She will have a 180 h.p. Diesel.

The Producer's Fish Company of Gloucester, Mass., are building five fine draggers at the J. D. Morse yard at Damariscotta. Three are eighty footers, and two are eighty-six footers. All will have powerful Diesel motors and will be ready for delivery in February.

J. M. Norwood of Eastport, local manager of the Booth Fisheries, owning a large sardine factory in Eastport, has closed the factory and has gone to Portland.

The four-masted schooner *Avon Queen*, Capt. Donald McLean with 1700 of salt from Turk's Island for the McNichol Packing Company, has arrived and is discharging cargo at the Deep Cove warehouse.

The two-sticker, *Storm Petrel*, of Bridgewater, N. B., thirty-two days and long overdue at Vineyard Haven under tow of the cutter *Mohave*, was brought to Boston on Nov. 10th. She was reported by the fishing schooner *Comber* three miles off the Maine coast with her sails blown to tatters, far off her course, and her rigging badly damaged. The *Mohave* was ordered out to take her in tow. She will be surveyed and repaired enough to complete her voyage. She was launched at Ellsworth in 1879, and has engaged in coast trade, till competition with steam put her on the beach.

The Bernard Sardine Factory has finished packing sardines, and will soon start packing clams.

A large blackfish was stranded by the tide at Oak Bay recently. The fish was eight feet long and weighed five hundred pounds. A big cut on it's side looked as if it had been in battle or had been struck by a boat.

A derelict out of control, and with sails flapping in the wind was sighted 16 miles off Barnegat, N. J. It has been identified as the *Gray Goose*. She was a two-masted schooner of 35 tons and coast guards are investigating.

The schooner *Sunapee*, Capt. Edgar Smith recently called at Old Harbor and visited fishermen at Swan's Island.

Ten officials from the state house at Boston, recently enjoyed a real deep sea fishing cruise at South Thomaston, and had a royal time at Wessageag, and incidentally found the fishing very good and got plenty of cod and haddock. The party was made up of Thomas Currey, Henry Getchell, Chas. White, Percy Harris and son, Arthur Weston, Murray Lufkin, John Ferguson, James Lawry, from Boston and suburbs, and Grover Hoyt and John Connors from Wiscasset.

Passamaquoddy Bay fishermen have been getting plenty of good hake and the Canadian weirmen have been bringing in cod, pollock and haddock. Trawlers and handliners, too, have been doing exceptionally well.

C. A. Morse and Son, at Thomaston, are framing up a ninety foot boat for Herman Saunders of New Bedford. They are now employing 35 or 40 men.

Robert Mitchell of New Bedford, is operating his new dragger built by C. A. Morse and Son, at Thomaston. It has a 170 h.p. Diesel.

Capt. Charles R. Magee, well known Rockland Master Mariner has been offered the command of the new Diesel yacht near completion at Wilmington, Delaware. The yacht cost \$1,250,000. The craft is to make a cruise around the world. Capt. Magee will be offered a salary of \$10,000 a year. The offer is made on the strength of the recommendation made by the U. S. Shipping Board, when the owner was seeking the right sort of a commander for the craft.

Lobstermen at Swan's Island are doing well, and the trawlers are having very good luck and are getting plenty of fish. Hake are panning out good.

Capt. Ed Smith and sons met with a serious accident at Old Harbor, Swan's Island, this last week. In trying out a motor boat there was a sudden explosion, and the boat broke in two and sunk and both Capt. Smith and one of his sons were very badly burned, and are now in a hospital.

The Fisherman's Doctor has to report going off duty temporarily, and has now to go to the Marine Hospital at Portland, for medical treatment. He will appreciate any friends among the Atlantic fishermen who may be in Portland calling at the Marine Hospital to see him if opportunity offers.

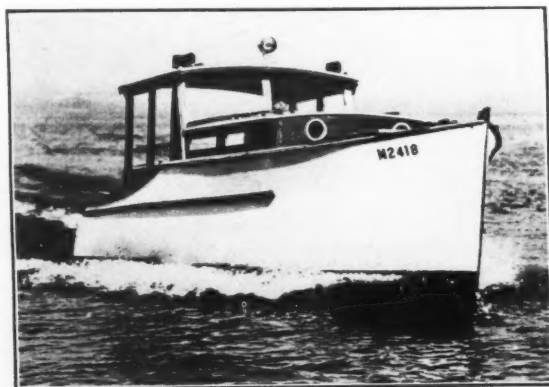
Maine Activity

(Continued from Page 19)

ment. But presumably they must winter somewhere in deep water.

The totals for this 1929 season are bound to be enlightening for it has been a wonderful mackerel year. I have kept the total catch of the American fleet since 1915 and for purposes of comparison I am including the figures here.

	(Fresh, barrels)	(Salted, barrels)
1915	71,564	19,691
1916	102,420	19,554
1917	111,932	32,162
1918	69,314	13,030
1919	53,992	7,007
1920	79,799	4,897
1921	40,323	3,242
1922	53,703	2,749
1923	121,982	3,864
1924	102,067	10,841
1925	203,961	12,442
1926	304,490	5,380
1927	254,652	1,002
1928	200,766	352



A 22-foot Speedcruiser built by M. C. Reaber of Seattle, Washington. The cruiser is powered with a Universal Super-four model GLS 35 H.P. motor, and makes a speed of 17 miles per hour.

In the early days of the mackerel fishery along our New England coast the great schools came in very close. The bays and harbors were literally alive with the smaller sizes—tinkers and spikes. Boys caught them from rowboats and from the wharves like cunners. In 1885 the catch reached the enormous total of 500,000 barrels or 100,000,000 pounds.

Those days of the early 80s were plentiful ones for mackerel. No less than 200 mackerel seiners comprised the fleet of schooners that fished for mackerel and nothing else from spring until fall. In 1885 there were 130 mackerel seiners in New York at one time. So great was the glut that more than 50,000 barrels of prime fish were dumped overboard—Number ones at that. One vessel received \$2 a barrel for 428 barrels of fine fat fish. That would hardly pay for the barrels today.

On Wednesday, Nov. 20, Maine sardine packers representing this important industry with an annual pack valued at about \$7,500,000 met in Bangor at the Penobscot Exchange and formed the Atlantic Sardine Packers Association. Officers elected were: W. R. McDonald, of South Portland, president; James E. Abernatha, West Pembroke, vice president; G. A. Lawrence, of Rockland, secretary; executive committee composed of the above three and Loren Holmes of Robinsonston; A. C. Ramsdell, Lubec; Dan Warren, Lubec; J. R. Holmes, Eastport; T. F. Gallagher, Bangor; and G. A. Brawn, Portland.

The entire time of the meeting was engaged in drawing up rules and regulations of the association preparatory to submitting them to the Federal Trade Commission in Washington where a ruling will be asked to prevent unfair business practices, to effect a standardization of prices and goods, and in general to achieve improvements both for the industry and the consumer.

With the Lunenburg Fishermen

(Continued from Page 27)

On the frozen baiting trip of the 1929 season, 59 trawlers landed 30,125 quintals as compared with 32,870 quintals landed by 57 trawlers on the same trip in the 1928 season. On the spring trip 65 trawlers and five handliners landed 56,875 quintals which was practically the same as the 1928 catch of 69 trawlers and six handliners. On the summer trip 66 trawlers and five handliners landed 121,700 quintals as compared with the 1928 catch of 135,600 quintals, a decrease of 14,000 quintals.

The weather encountered on the early trips of the year was exceedingly severe, and greatly handicapped the fleet in their operations. The scarcity of bait and fish is accountable for the great falling off in the summer catch.

With the exception of one or two cargoes which have been purchased by local fish merchants to fill immediate needs, the bulk of the summer catch remains unsold, the owners holding for a price of at least \$9.00.

Year by year the handlining fleet has been dwindling. In years gone by, large number of schooners engaged in this class of fishing, but the number has been reduced until this year only five engaged in the industry. On the spring trip the catches procured were very meagre, but the large catches on the summer trip, in a measure, compensates for the spring shortage. The *Eva U. Colp*, Captain Maynard Colp was highliner among the handliners, landing a total catch of 2,975 quintals.

Captain William Deal of the schooner *Harriet and Vivian* who is famous as a fish killer and is usually to be found among the top liners, was high liner of the trawlers, landing a total catch of 4,400 quintals. The *Bessemer*, Captain Thomas Himmelman and *Marguerite Tanner*, Angus Tanner, although not making a frozen baiting trip landed 4,200 quintals and 4,000 quintals respectively. These latter vessels are of the newer type, being equipped with engines, and returned midway in the summer trip to land their fares, going back to the banks for a second catch. This is the first season any of the fishing craft in the Lunenburg fleet has been operated in this way, and the success which has attained their efforts will, in all probability, be emulated by subsequent additions to the fleet.

Twelve vessels, after discharging their summer catches, refitted and returned to the Banks on a fall fishing trip. These were the schooners *Marjorie Hennigar*, Captain Charles Clarke; *C. A. Anderson*, Captain Dan Mosher; *Harriet and Vivian*, Captain William Deal; *Leah Beryl*; *Robert J. Knickle*, Captain Clarence Knickle; *Shirley B. Corkum*; *Margaret Tanner*, Captain Angus Tanner; *R. M. Symons*, Captain Calvin Tanner; *Isabelle J. Corkum*, Captain Eric Corkum; *Robert Esdale*, Captain Robert A. Mosher; *Gloria May*, Captain Irving Corkum and *Rex Perry*, Captain William Fralick. Last year the fall fishing fleet numbered eighteen sail.

During the year seven of the fleet have been sold and eight new vessels have been added. Two of these the *Leah Beryl*, Captain Lawrence Zinek and *Shirley B. Corkum*, Captain Foster Corkum have sailed on the fall fishing trip. These two vessels are the product of Smith and Rhuland's shipbuilding plant and took part in the fishermen's races off Lunenburg harbor during exhibition week, this fall.

In the 1929 fishing season, ten men of the fleet lost their lives in the pursuit of their calling, three of whom were from Newfoundland, from which place many fishermen come annually to augment the crews of the Lunenburg fishing fleet. This year three entire crews with captains were made up from these men who came here from the ancient colony.

While the life of the fisherman is recognized as an arduous and hazardous one, many measures have been introduced by the Federal Government during recent years which have greatly facilitated the operations of the fleet. Captains and crews are unstinted in their praise and appreciation of the valuable services rendered by the *C. G. S. Arras*, Captain Barkhouse, who, during the season just closed, not only cared for the sick but also assisted vessels in and out of harbors and in the securing of bait. The daily broadcast of bait and ice conditions by radio, with which all of the vessels are now equipped, proved to be of invaluable assistance.

The fresh fishing industry has been carried on regularly throughout the season. This is a newer section of the industry which owes its stimulation to the operations of the Lunenburg Sea Products, Limited, a subsidiary company of the W. C. Smith and Company, Limited. This plant is

equipped with an up-to-date brine freezing system, which is much superior to the slower method of freezing, leaving the fish fresh, pure and nutritious. They operate a trawler and a number of schooners, besides purchasing the catches of the shore fishermen who operate in the vicinity of the shores of Lunenburg County. The erection and operation of this cold storage plant is an added incentive to the shore fishermen to engage in this industry and the value of the catches landed since the plant is operating has been greatly increased.

Green salted fish, the product of the shore fishermen are also purchased by Robin, Jones & Whitman, Ltd., who utilize them in their boneless fish factory.

The schooner *Marion Emily*, Captain Edward O'Neil, arrived from the Banks and proceeded to Halifax, where she landed her fare of fresh fish. The *Marion Emily* will, henceforth engage in fresh fishing out of Halifax.

Schooner *Agnes McGlashen*, Captain Wambaek, with a cargo of fish for William Duff, has arrived here from Labrador.

C. J. Morrow, of the Lunenburg Sea Products, Ltd., who has been on an extended trip in the interests of his company through the Eastern States, Upper and Western Canada, has returned home.

James Meisner, Jr., will sail the schooner *Pan-American* next season, fishing.

Motor ship *Dominion Halysd*, Captain Lowe, loaded a cargo of pickled herring at Robin, Jones & Whitman's and sailed for Halifax.

The regular semi-annual meeting of the Fishermens' Picnic Association was held in the council chamber, Lunenburg, on Tuesday evening, October 29. A notice of motion had been given to change the name of the Association to "Nova Scotia Fisheries Exhibition and Fishermen's Reunion", and upon the motion being put, was unanimously carried. The report of the Chairman of the Finance Committee showed a surplus of about \$300.00 on this season's exhibition. A committee was formed to prepare a set of by-laws and regulations for the Association, and present them at a general meeting for endorsement.

The tern schooner *Daniel Getson*, Captain George Getson, loaded a deck load of lumber for Barbadoes, at Bridgewater. The vessel's underdeck cargo of cedar shingles was shipped at Campbellton, N. B.

The fourmasted schooner *George W. Elzey, Jr.*, Captain Irvin Corkum, arrived at La Have from Boston, and has gone into winter quarters at Riverport. This vessel is owned by Captain J. D. Publicover, of Dublin Shore, and has been engaged the past season in the lumber carrying trade from Bay Chaleur to American ports.

The La Have tern schooner *Daun Wilkie*, Captain Newton Wilkie, from New York, has finished discharging a cargo of anthracite coal at St. John, N. B., and will load lumber there for New York.

The tern schooner *Elfreda E. Publicover*, Captain J. L. Publicover, has arrived at La Have with a cargo of coal from Bras D'Or, C. B., consigned to the J. F. Creaser Co., Ltd.

The schooner *Bertha L. Walters*, recently purchased by her master, Captain George Boseworthy, of Fortune, Newfoundland, has sailed from Halifax for Newfoundland ports with a cargo of barrelled oil. This schooner formerly engaged in fishing out of La Have. She was built at Bridgewater in 1919 by the Bridgewater Shipping Company.

The fourmasted schooner *Joan Kielberg*, Captain J. B. Wilkie, arrived at Dayspring from Meteghan, where she was overhauled and repaired.

Tern schooner *Fieldwood*, Captain Harris Oxner, has sailed for Turk's Island.

Tern schooner *A. W. Chisholm*, Captain Freeman Ernst, has sailed for Porto Rico with a cargo of fish.

Tern schooner *Ethlyn*, Captain John Strum, fifteen days from Turk's Island arrived at Lunenburg with a cargo of salt for Adams & Knickle.

The keel has been laid in the shipbuilding plant of Smith & Rhuland for a new schooner for Captain Foster Lohnes.

Tenders for the charter of five boats for the collection of fish have been called for by the Department of Marine and Fisheries, tenderers to submit offers for one or more of the boats required. A contract will be entered into with the successful tenderers for a period of five seasons, but the tenderers must quote a price per month for the charter of each boat operated for a period of at least from five to six months in each year, commencing on or about the first day of July.

The boats required must carry at least 70,000 pounds of boxed and iced fish in holds and have a draught of not over eight feet when loaded.

Tern schooner *E. C. Adams*, Captain Howard Corkum, has arrived from Turk's Island with a cargo of salt for Acadian Supplies Limited.

The tern schooner *Jean F. Anderson*, Captain Pentz, after discharging a cargo of fertilizer at Bridgewater, has laid up for the winter.

Tern schooner *Edwin F. Farrar*, Captain Wilkie, loaded a cargo of lumber at Bridgewater for New York.

The fishing schooner *Marjorie Hennigar*, after discharging her summer catch of salt fish among the fishmakers at La Have, sailed for Newfoundland.

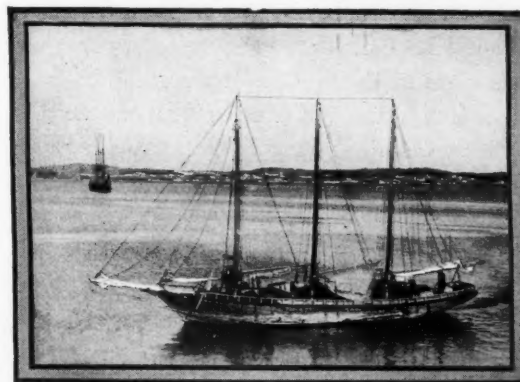
Captain James Gosling of Newfoundland, who has been in command of the schooner *Marjorie Backman*, will sail the schooner *Pauline Lohnes* next season, fishing.

Tern schooner *Integral*, Captain C. J. R. Kohler, has arrived from Turk's Island with a cargo of salt for Zwicker & Company, Limited.

The schooner *Hamona* loaded a cargo of dry fish at Riverport for Halifax.

Captain Angus Romkey will command the schooner *Agnes J. Myra*, next season, fishing.

Hon. P. J. A. Cardin, Minister of Marine and Fisheries has announced the regulations which will apply in future to steam trawlers operating out of Canadian ports. These provide



The smallest three-masted schooner on the Atlantic Coast—the auxiliary vessel "Souvenir". Originally designed as a two-master, this 67-foot freighter was converted to a three-master by her owner, Capt. Oscar Outhouse, in order to save deck space, to facilitate the handling of the canvas and to lend this novel distinction to his now famous little craft.—Photo by Fred G. Milliken. Illustration reproduced from "The Compass" through the courtesy of the Vacuum Oil Co., New York.

that hereafter all trawlers to be eligible for license must have been built in Canada subsequent to November 1, 1929, with two exceptions. These exceptions are:

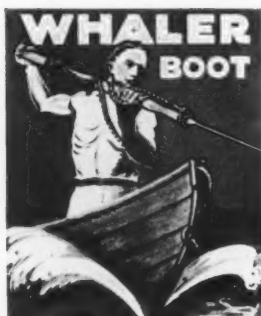
(1) That those trawlers which were built in Canada prior to that date and are now operating under temporary license will continue eligible for license.

(2) That trawlers which were not built in Canada but are now operating under temporary license will be eligible for license until April 1, 1932, only.

The regulations provide further that from April 1, 1930, a license fee, at the rate of one cent per pound in the case of trawlers that were not built in Canada, and of two-thirds of a cent per pound in the case of trawlers of Canadian construction, shall be paid on all trawler-caught cod, haddock and halibut landed at Canadian Atlantic ports, except during January, February and March of each year. During these three months comparatively little fishing is carried on by the inshore fishermen. In reckoning the fee no account will be taken of seconds, that is, small cod and haddock weighing less than two and a half pounds, which have small market value.

These regulations were drafted under legislation passed at the last session of parliament, providing for action of this kind.

Captain William Corkum will sail the schooner *Pauline Winters* next season, fishing.



New!

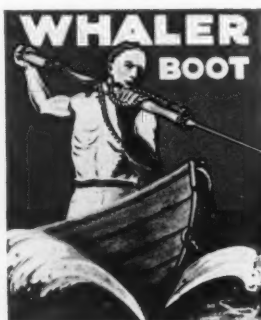
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Look for this label on your next pair of boots. If it is on them it means that you'll have comfort every minute your feet are in them. One of the most important features of Whaler Boots is the ease with which they fit over those big foot veins which need every possible freedom and comfort.

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Whaler Boots

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The St. John Section

(Continued from Page 28)

lowed their father into the fisheries. The young man, who was in his early twenties, had been in the fisheries around Deer Island, until transferred to the Portland section, after joining the crew of the fishing boat, *Sylvina Beal*. This boat had been running into Lubec until quite late in the summer, when it was sent to Portland, for the Sea Coast Canning Company. His older brother, Capt. Frank Pendleton of Lord's Cove was in charge of the *Sylvina Beal*, and when Donald became suddenly ill while the boat was on a fishing trip, Capt. Pendleton turned her back to Portland and placed his brother in the hospital. However, the young fisherman lived only a few hours after being accepted in the hospital as a patient.

The demand for pollock has been keen but there has been a marked scarcity of the fish. Some of the fishermen thought the few pollock that showed themselves around the mouth of Fundy early in the fall offered a good sign for the future, but the big yield of this fish that was predicted by some, did not materialize. The market has been in fine condition, excellent prices being available and an opportunity to sell all the pollock that are caught.

Buyers from the Nova Scotia shore of the mouth of Fundy and also along the south shore, have made a number of visits to the islands and the mainland on the New Brunswick side of the mouth, in their efforts to buy up the pollock that are available. However, they have been unable to fill their boats. Capt. Charles Hicks of Freeport was able to get about 50 per cent what his boat would hold, although he made calls at some of the ports known for their pollock fishing, including Wilson's Beach, Welchpool, Lord's Cove, Cumming's Cove, Richardson, Lambert's Cove, Chocolate Cove, Woodward's Cove, Grand Harbor, North Head, Castalia, among the islands of Campobello, Deer and Grand Manan. He found more of the pollock at Wilson's Beach than elsewhere on his list of calls.

Although they had a very late start with their weir at Welchpool, Aubrey and Hebert Calder wound up the season quite well, having made a number of good catches during the late fall. The Calders christened their weir, the *Old Maid*.

Just when the sardines were being caught heavily in their weir at Friar's Bay, Allingham Bros., of Welchpool, had the hard luck to have their weir badly damaged, through no fault of their own. Practically all season, and chiefly since the first of August, the Allingham weir has been producing more sardines than probably any other on the shores of Campobello Island. The little herring were coming the thickest when the damage was made. The sardine boat *Medrie* was charged with colliding with the weir, smashing a number of the stakes and ruining netting, and allowing the imprisoned fish to escape. The boat was said to have been captained by Capt. Meade Malloch of Lubec, and was reported as en route to Lubec in the dark when the weir was struck. There was one casualty from the collision, a member of the crew, Edward Patch who lives at Welchpool, having one foot severely crushed by part of an anchor which fell on it. Allingham Brothers, who live close to the weir, were notified and went out as soon as possible to investigate, and later crossed to Lubec to arrange for the repairs to the weir and make adjustment for the damage. Mr. Patch was put ashore and given treatment by a doctor. He has found himself on the shelf ever since.

Oil engines have replaced steam at the Point Lepreaux fog alarm. Two oil engines, each of 15 horse power, were recently installed at the Lepreaux station, which is one of the most valuable along the Fundy coast to fishermen and all other navigators during the thick fog that frequently prevails in the big bay. Two air compressors accompany the oil engines. The claim is that the oil will prove superior to the steam and less costly.

Fishermen of the Lorneville section all seem to agree, the funeral of Alfred A. Splane was the largest seen there for at least 20 years. Every family in this fishing community was represented, and in many instances, whole families were in the cortege. The funeral service was at the Splane home at Lorneville. Bearing the pall were six nephews, of Lorneville, all engaged in the fisheries. They were: Edgar Wilson, William Smith, Cecil Bell, John Splane, Christopher Splane and William Steeves.

Provincetown and Wellfleet

(Continued from Page 15)

Avalon, of Rockland, Me., and the *Friendship*, of New Bedford, the largest craft of the fleet.

A shortage of bait on hand looms up as a possible serious problem for the local fishermen. Ordinarily the five freezers in town have about a million pounds of squid and herring available for bait. But at this writing there is no bait at all to speak of. V. H. Heller & Co. has been in the habit of supplying visiting schooners with 7,000 to 8,000 pounds of frozen bait at this season, but at the present the company is compelled to pass up any such orders. If the dory fishermen get hard up, Manuel Zoura promises to transport emergency supplies of bait across the bay from Plymouth.

Down Wellfleet way the oyster men are hard at it seeing to the needs of epicures in the States and Canada. Steady quohaug shipments likewise are going out from this point and from Orleans and Eastham, the other shellfish points. The Cape shellfishermen have been having a series of court battles of late involving the respective rights of each town in the matter of boundaries, and several shellfishermen have been brought before his honor charged with unlawfully dredging for quohaugs. Orleans, however, permits dredging. Twenty-five dredgers, two men to a boat, are doing a boom business, even though the law grants only ten bushels to the man. Atwood & Carter, Inc., at Orleans, are buying all the quohaugs they can get and their business is so teeming they're talking of putting up a plant at Wellfleet. This firm is catering to a new market created by the canners. The Orleans dredgers are getting the limit of blunts and selling them readily at the wharf at \$1.30 a bushel. The large sharps bring \$1.70. Shellfishermen who are inclined to speculate moodily upon the future predict that at the rate the Orleans men are digging into the beds the quohaug supply there will be utterly wiped out in a year's time.

James G. Curran, manager of Cape Cod Quohaug Co., Wellfleet, who says he ships about 2,000 barrels a year, is now sending out a weekly average of 30 barrels of counts, little necks, sharps and blunts. Most of these go to Connecticut buyers. At Wellfleet the shellfishermen get \$2.25 a bushel for sharps; \$4 for little necks; \$1.80 for blunts, and \$10 for a thousand counts. It is estimated that the current weekly shipment of quohaugs out of Wellfleet is about 75 barrels. Curran and the R. R. Higgins Co., which is also in the oyster business, are the biggest shippers of quohaugs.

The Wellfleet oystermen contend that the unseasonable mild weather has kept down the demand. There is a growing tendency here to create a year round demand for the bivalves. An attempt is being made to stamp out the theory that oysters are good for eating only in the R months. The harvesters say this is nothing but an old superstition. Oysters, they aver, taste different in months without the R, but they're as healthy in June as they are in November. Anyway, one firm, the R. R. Higgins Co., still keenly feeling the loss of a big business that prevailed before prohibition, when liquor and oysters were often a boon twain, is selling oysters the year round in an endeavor to build up a new market.

Before prohibition, when the Sealed Ship Co. ran full blast with a force of 80 men, Wellfleet shipped 25,000 to 30,000 barrels of oysters a year. Now less than 5,000 barrels go out in a year. Since the season opened in September Wellfleet's oyster shipments thus far have totalled 800 barrels. The local business is handled by the Higgins Company, D. Atwood Co., and the Cape Cod Oyster Farms Co. Small, medium, and box oysters are shipped. The best demand is for small oysters, though last year the mediums ruled the market.

All Wellfleet oysters are planted, and about 50 acres are now under cultivation.

Gloucester Gleanings

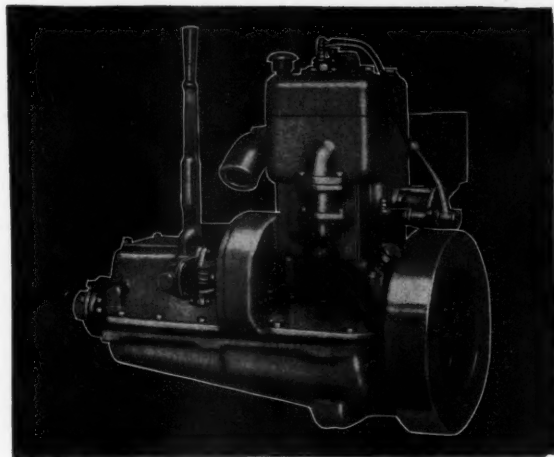
(Continued from Page 16)

reaching this port. On the boat at the time, it is understood, was Capt. Aubrey White, of Nantucket, formerly of this city, and one man whose name is not available.

The craft suddenly sank while en route to this port to haul out on the railways for repairs.

The two men were forced to take to the lone dory carried by the craft and row 30 miles to Provincetown, where the younger man collapsed, leaving Capt. White to bring the boat into a berth at Matheson's wharf.

Both men were more or less used up from their long row



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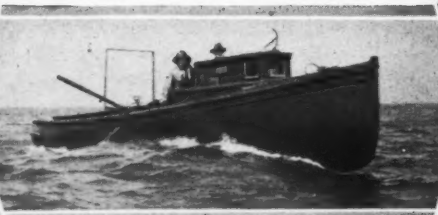
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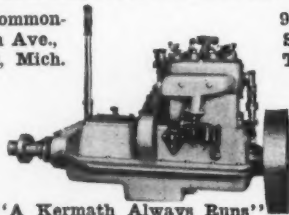
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and were drenched to the skin by rain. After having their clothing dried and given warm drinks they left for their home in Nantucket.

Local Yacht On Way South Goes Ashore Off New Jersey

Word came from W. Henry Smith, proprietor of The Tavern, Nov. 13, that his boat, the *Java Head* was ashore at Perth Amboy, N. J., and full of water, and that he would probably continue the remainder of his journey to Miami, Fla., by land.

The *Java Head* was built here last winter and spring, and Mr. Smith, accompanied by Capt. David Gillis and a young man named Harvey, an assistant cook at The Tavern last summer, sailed in the craft with the intention of making the entire journey to Miami by easy stages.

Mrs. Smith and son Billy, were to join the party at Philadelphia and continue in the craft to Miami.

Two Mackerel Dragger Ashore On Rocks In Fog Schooner Alice and Wilson Total Loss on "Back Shore" Newcastle at Rockport Full of Water

Two of the local mackerel netters went ashore early in the morning of Nov. 15 and one of them the schooner *Alice and Wilson*, Capt. Fay Deon, is a total loss. The other, the *Newcastle*, commanded by Capt. Andrew Decker is at Rockport, her holds full of water and her engine out of order. Both craft were bound to port, the former after two nights fishing and the *Newcastle* after hauling her nets the night before.

The *Newcastle* was the first to hit the rocks, sliding on the northerly end of Milk Island, shortly after midnight. The weather was murky at the time and the spot was misjudged in the dungeon.

The *Newcastle* with a few fish aboard, went on the island just before high tide. Two of the crew left in a dory for aid, but after they had rowed for some distance they became lost in the fog, and were rowing around in a circle at day-break, just off of Brace's Cove, when a lobster fisherman coming along, took their dory in tow for the harbor. Off the harbor the 75 foot patrol boat came along and the men were taken on board and a search started for the *Newcastle*.

Arriving at Milk Island the vessel had disappeared and it was thought for a brief time that she had slipped off and sunk in deep water, but the patrol boat headed down towards Rockport where they were informed that the craft had made that harbor and her crew were all safe. The craft worked herself off at high tide, it seems, and started under her own power for Rockport, but water rushing into her engine room, put the engine out of order. In a helpless condition, the craft was found by John Flanders in the sloop *Oklahoma*, and Joseph Daglein a trap boat from the Howard Hodgkins Fish Company. They hooked a line to the *Newcastle* and towed her to the Hodgkins wharf.

Bound homeward from a two night's cruise, with 5500 pounds of fish aboard, the *Alice and Wilson*, Capt. Fay Deon, carrying a crew of seven, including the skipper, hit the rocks between the Davis and Bratenahl estates at Bass Rocks, and is a total loss. The craft struck about 4 o'clock and the men immediately left her in three dories, as she began to sink almost after striking. Capt. Deon said as he waded ashore at 7 o'clock that he was jogging along looking for fish, when his brother asked him if some white specks off of one side did not look like fish. Before Capt. Deon could even take a look, the craft hit and water began to slap over her side.

As she hit her shoe drifted off and water began to rush into her cabin causing her to settle aft. The men jumped into dories, saving nothing except what they were attired in. Fortunately all were dressed in oilskins, so they suffered but very little from the cold.

THE new schooner *Miriam*, A. B. Grant, Captain, sailed from New York, November 9th, on her first trip to the grounds. She was built in Nounk, Connecticut, and fitted up at Ulmer Park. She is 92 feet and has two one hundred horsepower Fairbanks-Morse engines.

The *Albatross*, New York, John Paulsen, Captain, is said to be the only yawl of its kind, on this side of the Atlantic. Built in Ranen, Norway, in 1925, it is patterned after the life saving boats used in that country. The *Albatross* is 46 feet long and 16 feet beam. She made the trip to this country several years ago under sail but is now equipped with a hundred horsepower engine. She has been used for fishing for about a year and has been scalloping. On her last trip she brought in about 600 gallons of sea scallops.

Canso District News Letter

(Continued from Page 25)

interested. The large fish dealers in this section declare they will set back the industry, while the Fishermen's Federation look upon them with approval. The feeling of the latter body was summed up by one of their spokesmen as follows: "He thought it would stimulate the rebuilding of the shore fishing fleet, which he declared had been almost annihilated during the past fifteen years. The morale of the fishermen would be improved by the new regulations, as they would feel that Ottawa and the general public were thinking about their welfare, and converting their thinking into action. He hoped the Government would continue its good work in the interests of the fishermen, and said that bait supply and bait freezers were some of the urgent needs at present."

Dr. M. M. Coady, appointed as Maritime organizer of fishermen's associations, is making good progress with his big task. During the latter part of October and first part of November, meetings with the fishermen were held in various fishing centres of Cape Breton Island, such as North Sydney, Cheticamp, and St. Peters. During the past week, Dr. Coady has been covering the eastern end of Guysboro County, with Canso as his headquarters. On Friday of last week, (Nov. 15th), he motored from Canso to Half Island Cove, some 14 miles up the Bay, accompanied by Captain Frank Lohnes and Austin Haskins, of the Canso Federation. A very successful meeting was held in the Orange Hall, resulting in the formation of a local Federation station. Some 23 fishermen signed on as charter members, and the following officers were elected:—President, Barney Hendsbee; Vice-President, Wm. Dobson; Sec'y-Treasurer, Alfred Hendsbee.

On Friday evening, a visit was paid to Queensport, a few miles further up the Bay. It was a very wet night, and the meeting was not so largely attended. However, initial steps were taken looking toward the organization of a local station at a later date. Next day, in the afternoon, Half Way Cove, a few miles beyond Queensport, accorded the organizing party a warm welcome, and another Station came into being. That evening, the Station at Whitehead, which has been in existence for some time received a visit of encouragement. On Sunday, the flourishing Station at Dover, a few miles from Canso, heard Dr. Coady in a helpful address. This Station has about 60 members, about all the fishermen in the place, the officers being as follows:—President, John Casey; Vice-President, Alex Keefe; Sec'y-Treasurer, Dan Munroe. Port Felix and Larry's River were also visited that day, and on Monday Cole Harbor, and Charles Cove. During the present week, Dr. Coady plans to cover the County coastline to Goldboro.

The fishermen of Isle Madame went on strike a few days ago, protesting against the low price of fish, and an increase in the price of bait. The prices against which they are striking are reported as follows:—\$2.00 per cwt. for steak cod, \$1.75 for markets, and 50 cents for scrod, while they have to pay \$3.00 for bait. The fishermen claim they cannot pay expenses at these figures, and decided to knock off fishing. Over 150 families, it is claimed, are effected. A meeting of the Fishermen's Federation was held at Petit de Grat to consider the situation, and developments are being awaited with interest.

The c/o Kathleen and David, Captain Watkins, 67 tons, arrived from Margaree, C. B., with 120,000 lbs. of fish, and cleared for Sober Island, N. S., where she expected to load a further quantity, the craft's ultimate destination being Gloucester, Mass.

The schooner *H. H. MacIntosh*, Captain Edgar McCarthy, arrived here about ten days ago, from Harrington Harbor, Canadian Labrador, with 1906 qtls. dry fish, bound to Halifax. Captain McCarthy reported bad weather and fishing poor at Labrador.

Captain Edward Goodwin, President of the Canso Fishermen's Federation, returned from Antigonish last night, where he has been for some time in the hospital undergoing treatment. He is now getting along nicely.

Joseph Manuel, who for some time has been Secretary of the Canso Federation, has resigned to take up insurance work at Canso for the Metropolitan Company. Herbert Berrigan, Vice-President, has been elected to fill the Secretary's chair.



No. 45 SHIPMATE Range

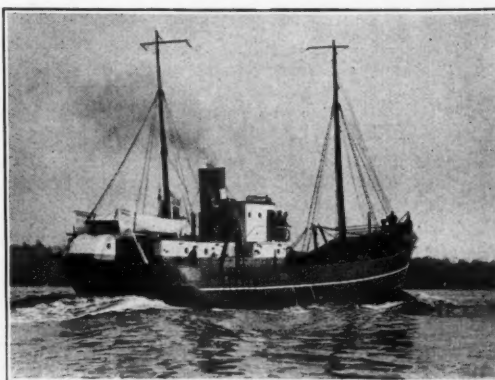
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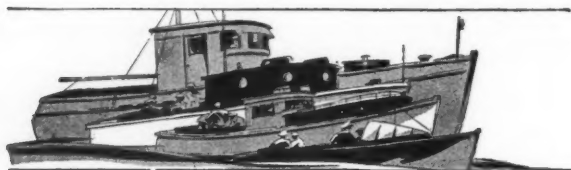
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"I stood one day by the breezy bay
A-watching the ships go by,
When a tired tar said, with a shake of his head;
I wisht I could tell a lie!

"I've seen some sights as would jigger yer lights,
And they've jiggered me own, in sooth,
But I ain't wuth a darn at spinnin' a yarn
What wanders away from the truth.

"We was out in the gig, the Rigagajig
Jest a mile and a half to sea,
When Capting Snook, with a troubled look
He came and he says to me.

"O Bos'n Smith, make haste forthwith
And hemstitch th fo'ard jib sail.
Accordeon pleat the dory sheet,
For there's going to be a gale."

"I straightway did as the capting bid—
No sooner the job was through
When the north wind, whoof! bounced over the roof,
And murderin' lights, she blew!

"She blew the tars right off the spars,
And the spars right off the mast,
Sails and pails and anchors and nails
Flew by on the wings o' the blast.

"The galley shook as she blew our cook
Straight out of the porthole glim,
While pots and pans, kettles and cans
Went clatterin' after him.

"She blew the fire from our galley stove
And the coal from our galley bin,
She whistled apace past the capting's face,
And blew the whiskers right off his chin.

"O wizzle me dead! the capting said;
(And the words blew out of his mouth);
We're lost, I fear, if the wind don't veer,
And blow a while from the south.

"And wizzle me dead, no sooner he'd said,
Them words that blew from his mouth;
Than the wind switched round with a hurricane sound,
And blew straight in from the south.

"We opened our eyes with a wild surprise,
And never a word to say—
In changin' her tack the wind blew back
The things that she'd blew away.

"She blew the tars back on the spars,
And the spars back on the mast;
Back flew the sails, the pails, and the nails,
Which into the ship stuck fast.

"And afore we could look she blew the cook
Straight into the galley coop,
Back dropped the pans, kettles and cans
Without even spillin' the soup.

"She blew the fire back into the stove
Where it burnt in its proper place—
And all of us cheered as it blew the beard
Back onto the capting's face.

"There's more o' me tale, said the sailor hale,
As would jigger yer lights, in sooth,
But I ain't wuth a darn at spinnin' a yarn
What wanders away from the truth."

Wallace Irwin, in Smith's Magazine.

William D. Havens, of Long Meadow, Rhode Island, advises us that steering from the masthead while swordfishing did not have its origin at Tancook, Nova Scotia, last year, and states that this method has been used at Block Island, Rhode Island, for the last thirteen years. Mr. Havens also informs us that a swordfish, weighing 545 pounds was landed in Boston by the *Emily H.*, of Block Island last summer.

Henry Joins Hill Diesel

J. P. Henry who for the past fourteen years was production manager of the entire plant of the Bessemer Gas Engine Co., Grove City, Pa., has joined forces with the Hill Diesel Engine Co., Lansing, Michigan, and after Dec. 1st will have full charge of their manufacturing.

Prior to his association with Bessemer, Mr. Henry was with Warren Gear Product Co., and Chicago Pneumatic Tool Company.

Kahlenberg Oil Engine Powered Fish Tugs

Have Big Part in Rescue Work in Recent
Lake Michigan Disasters

INTO the teeth of a raging gale which had caused the Goodrich steamer *Wisconsin* to founder, the fish tug *Chambers Bros.* together with the Coast Guard crews of Racine and Kenosha, set out to rescue the crew and passengers of the sinking *Wisconsin*. It was still dark and high seas made it dangerous to approach the sinking vessel. The *Chambers*, under command of Clifford Chambers, cruised about picking up swimming sailors and rescuing men from life rafts.

When fifteen men had been picked up, the *Chambers* headed back for Kenosha to get medical attention for those suffering from exposure. Later in the morning, the *Chambers* again put out from Kenosha with the tug *Palmer* in search of bodies. A total of sixty persons were saved from the ill-fated *Wisconsin* by the combined efforts of the Coast Guard, *Palmer*, and *Chambers Bros.*

As a reward for their heroism, the crews were feted and honored by the City of Kenosha. Each man who had part in the rescue work received a certificate citing the heroism in saving the lives of sixty members of the crew of the steamer *Wisconsin* which foundered off Kenosha October 29th. In addition to the certificates, gold medals were presented to each of the men as tributes from an admiring citizenship.

The *Chambers Bros.* is a 52 ft. steel gill net fish tug and is powered with a 60-70 h.p. Kahlenberg Airless Injection Oil Engine. The *Palmer* is a 45 footer equipped with a 45-54 h.p. Kahlenberg Oil Engine.

On Thursday, October 31st, the automobile carrier *Senator* collided with the Ore Boat *Marquette* fourteen miles off Port Washington, Wisconsin, in a dense fog. The *Senator* went down almost immediately, and had it not been for the fish tug *Delos H. Smith*, of Port Washington, which answered the distress signals of the *Senator* at once, the entire crew would have been lost. The *Marquette* headed for Milwaukee with a badly damaged bow. The fish tug picked up sixteen men from the icy waters of Lake Michigan. The remainder of the crew of twenty-two were lost. The *Delos H. Smith* is powered with a 75-90 h.p. Kahlenberg Heavy Duty Oil Engine, and is 56 feet long by 14 feet beam.

Bessemer Builds New Line of Six and Eight Cylinder Engines

IN announcing their new line of Type FP Diesel engines, The Cooper-Bessemer Corporation state they are offering marine power users, a power plant which exactly fills the need for a reliable light weight, multi-cylinder, moderately high-speed Diesel engine.

The Bessemer Type FP engines are built in both six and eight cylinder models and are of the four-cycle, single-acting trunk piston type. They have a bore of 9 inches and a stroke of 12 inches, the six cylinder engine developing 200-300 H.P. at 400-600 R.P.M., while the eight cylinder engine develops 270-400 H.P. at 400-600 R.P.M. Special alloy pistons are used where speeds higher than 450 R.P.M. are required, permitting engine speeds up to 600 R.P.M.

All accessories are completely "built in", including fuel and lubricating oil pumps, circulating water pumps, fuel transfer and lubricating oil transfer pumps and bilge pumps, all of the plunger type; compressor, duplex fuel and lubricating oil strainers and lubricating oil cooler.

The crankshaft measures 6 3/8 inches in diameter in both main and pins, insuring the engine a rigid "backbone" which makes for complete freedom from criticals at all speeds as well as for exceptionally long bearing life. Simplicity and accessibility and ease of operation have also been kept paramount in the design and construction of these engines, as unusual provision has been made for quick,

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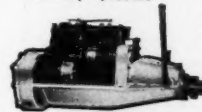
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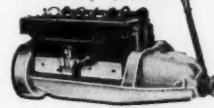
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"6-40," \$545.00

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Gray 4-30 is a sturdy, medium compression "Four" famous for smoothness, power and speed. 4-cycle, 3 3/8" bore; 4 3/4" stroke; 42" length overall. Develops 33 H.P. at 2400 R.P.M. Price \$395 with Bosch Magneto; \$445 with starter, generator and timer. Built-in Morse 2:1 Reduction Gear, available for \$65 extra.

Gray 6-40 is the shortest, lightest, lowest (above center of shaft) sturdiest Six in its power class. Big crankshaft, big bearings, long pistons, full pressure lubrication; flame arrester and drip-pan. 3 3/8" bore; 3 3/4" stroke; 50 1/2" overall; a power unit of amazing smoothness and a genuine buy; price \$545. \$65 extra for built-in 2:1 Morse Reduction Gear.

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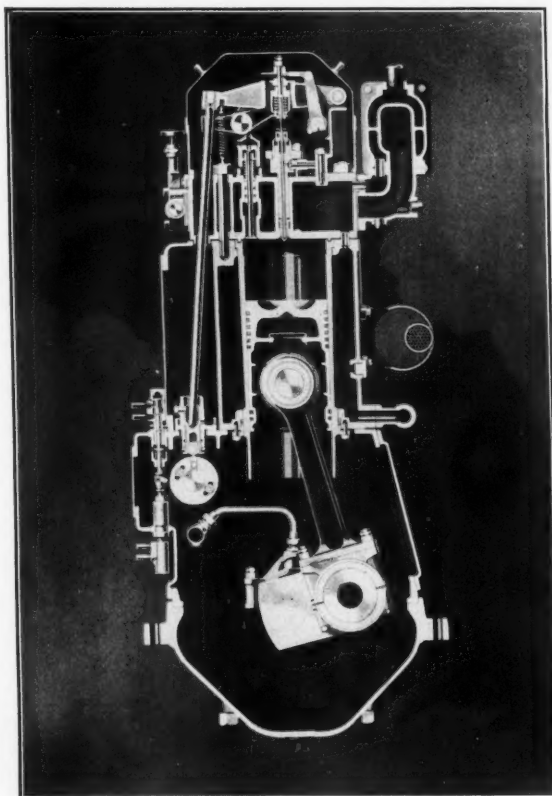
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Cross section of the new Bessemer Type FP Engine.

easy access to all moving parts, making it easy to adjust them or replace them whenever it may become necessary.

The base consists of a one-piece, extra-strong semi-steel casting, so designed that it can be made of aluminum where still lighter weight is desired. The centerframe, which acts as a distance piece between waterbox and base, is also made of semi-steel, but can be made of aluminum if desired. The waterbox is of semi-steel, fitted with removable liners which are ground to an automobile cylinder finish. These liners are fitted at the top with copper asbestos gaskets and at the bottom with rubber grommets and stuffing box.

Cylinder heads are of a special Bessemer design, cast individually of nickel semi-steel, which are light in weight and easy to remove. When completely assembled, the cylinder heads consist of air starting valve, fuel injector, and exhaust and intake valves. The exhaust valves are in one piece, fabricated from the finest heat-resisting metal available, while the intake valves, also in one piece, are of a special steel developed for this purpose.

Lubrication of these engines is by means of a plunger pressure pump and lubricating oil transfer pump, both of which are built in the engine. Fuel injection, as in all Bessemer Diesels, is of the mechanical or airless type, pressure being furnished by built-in plunger type injection pump. The fuel injection system of these engines also includes Duplex Fuel Oil Strainer, pressure regulator, fuel oil manifold and accumulator and shut-off valve to each injector.

Starting and reversing are by means of compressed air which is furnished by a compressor built into the engine. A maximum air pressure of 250 lbs. is required for either starting or reversing.

Production on these Type FP Bessemers is now in full swing and the first of these engines have already been installed and are in active service.

The Diesel engine sales headquarters of The Cooper-Bessemer Corporation are now located at Suite 301, 25 W. 43rd St., New York City. Charles M. Reagle, Vice President of the corporation, will direct all Diesel Engine sales activities from this new location.

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Boats and Engines—If you have either for sale, large or small, regardless of type—send us details and lowest cash price. We always have a market for them at the right valuation. KNOX MARINE EXCHANGE, YACHT & SHIP BROKERS, CAMDEN, MAINE.

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We have a well established business of general motor boat repairing and want to get in touch with a reliable, competent and ambitious man to join our organization. He must be a first class man on repairing, installing and overhauling gasoline motors. In applying state full ability and experience. We will make our selection upon investigation of applicant and not before Jan. 1, 1930. Address "Box 3" care of Atlantic Fisherman, Goffstown, N. H.

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